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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY,  
(INCORPORATED.)

VOL. XV.

CHICAGO, ILLINOIS, AUGUST 15, 1896.

No. 2.

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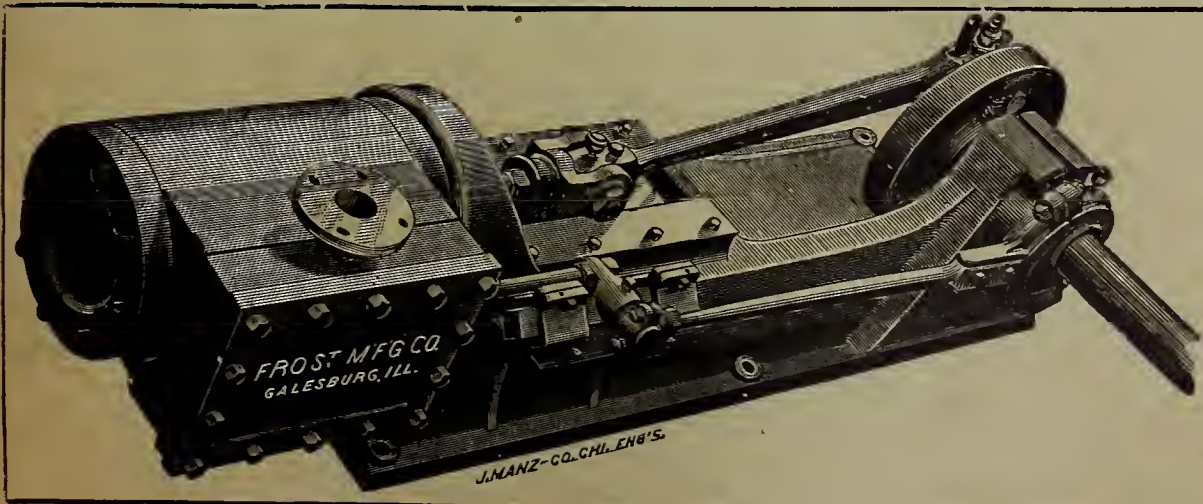
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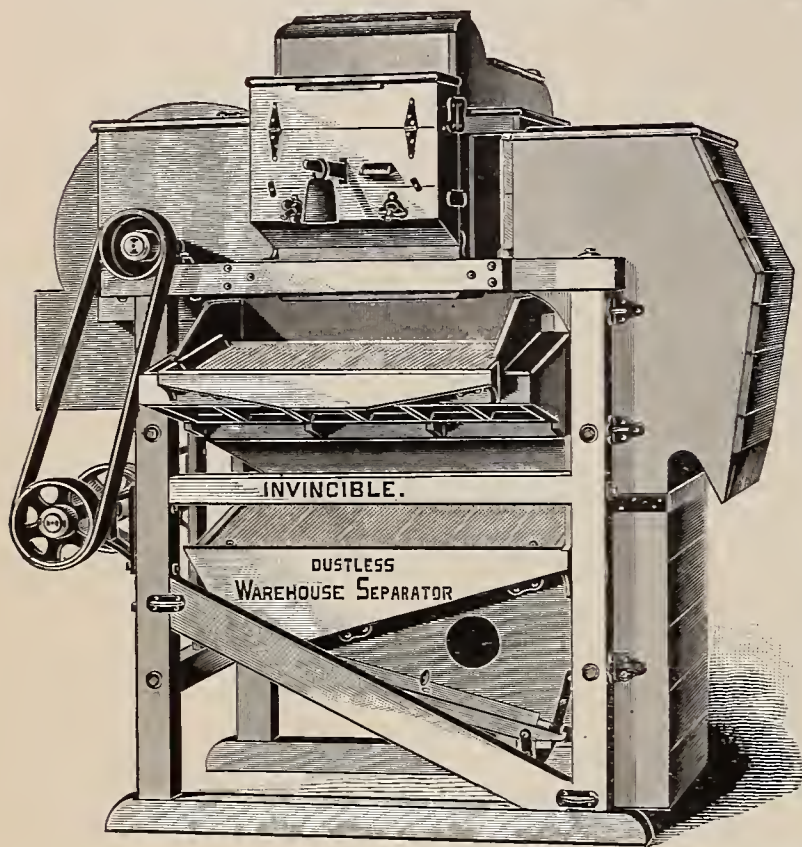


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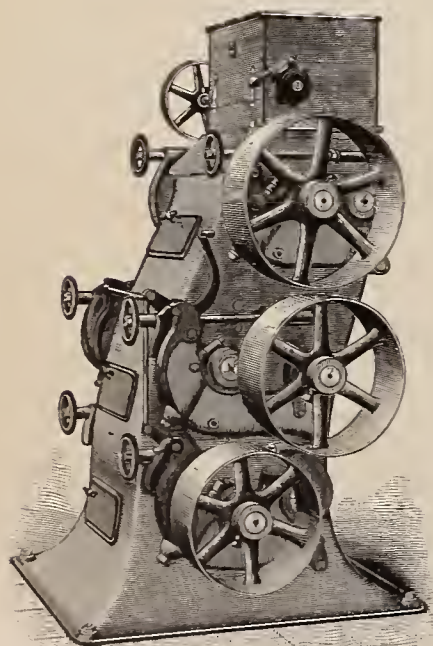
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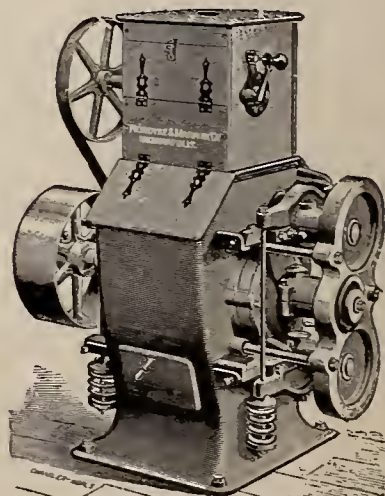


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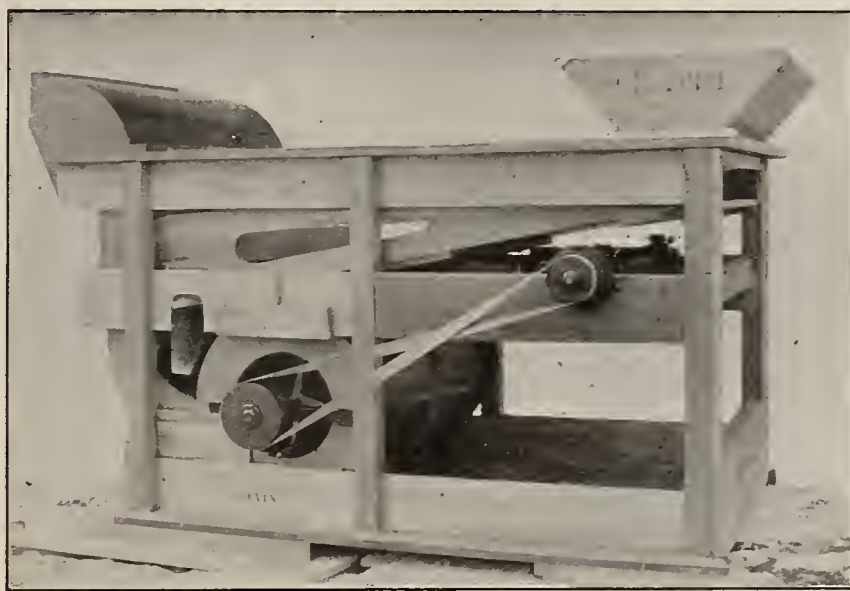
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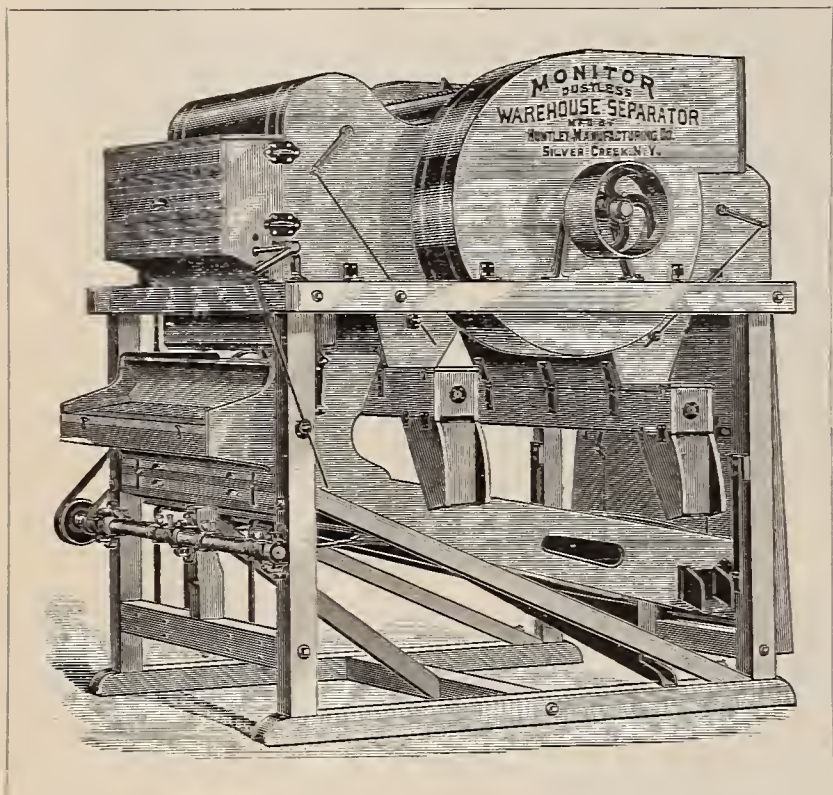
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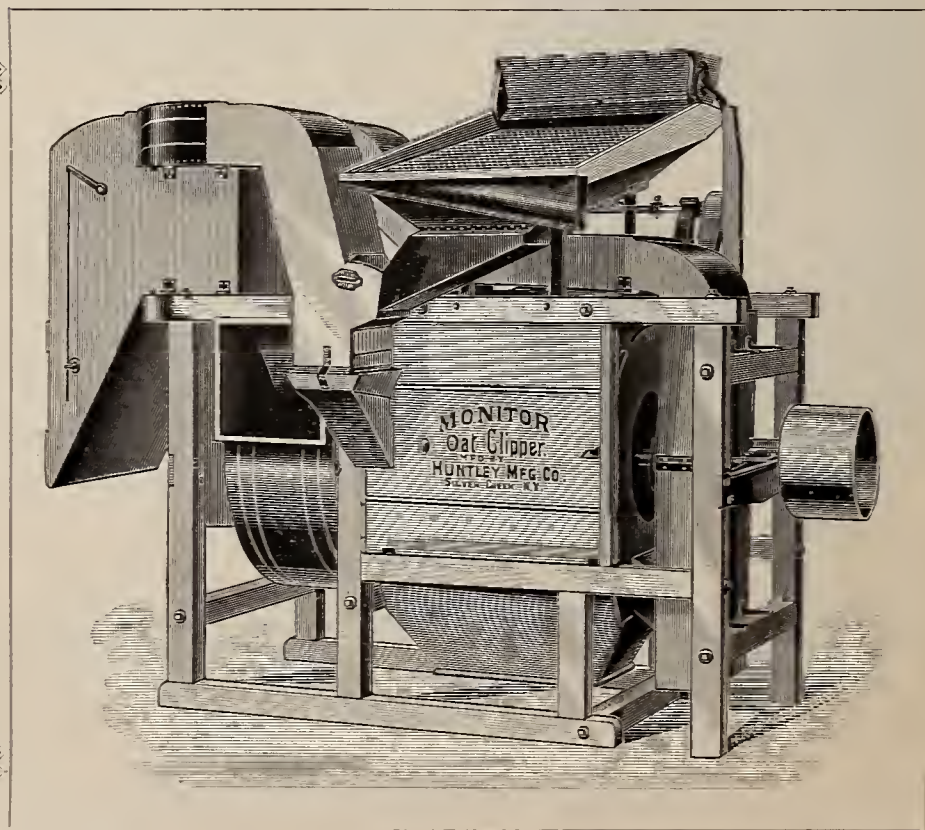
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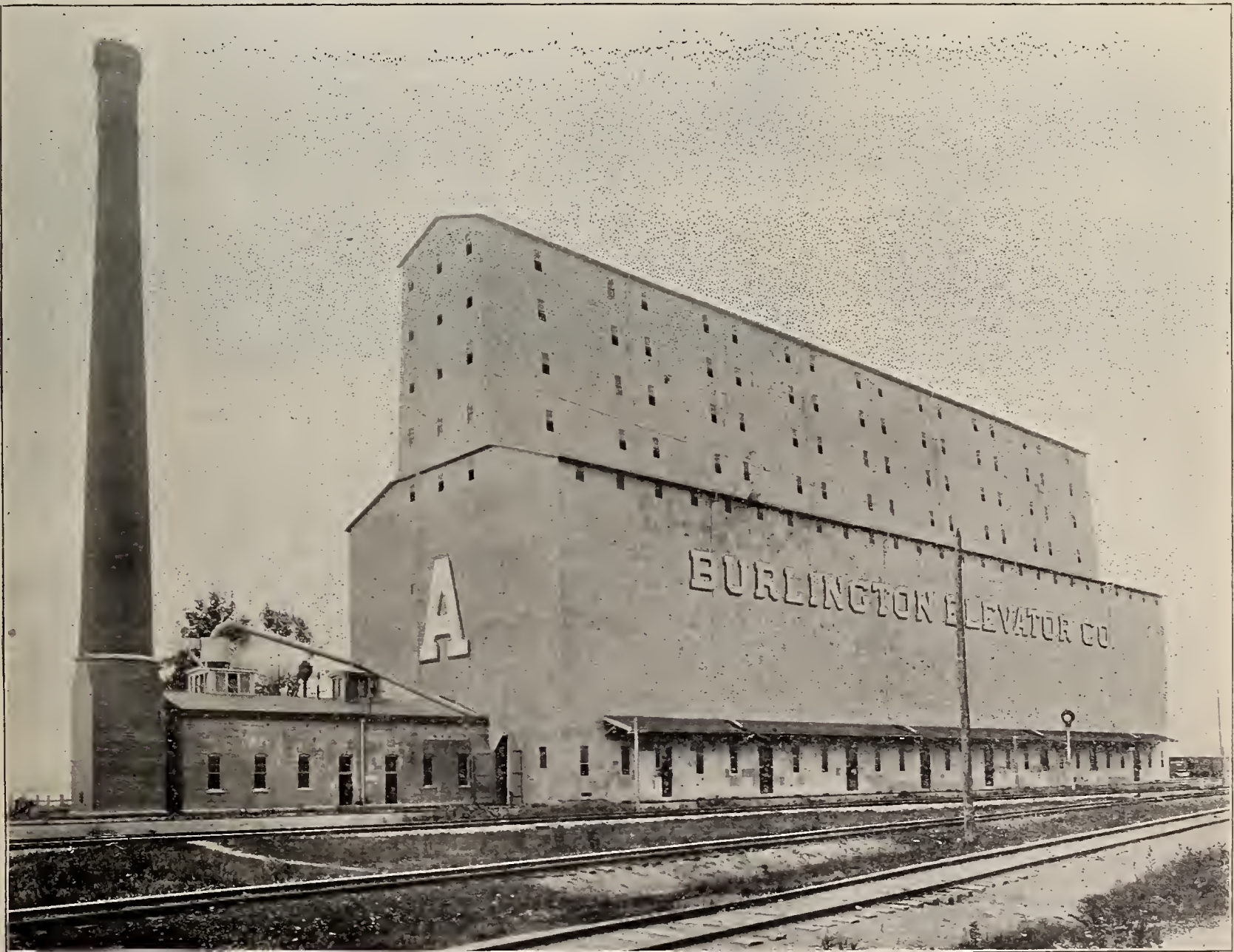
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John S. Metcalf & Co., Architects and Engineers.

THE NEW BURLINGTON ELEVATOR AT ST. LOUIS, MO.



## THE NEW BURLINGTON ELEVATOR AT ST. LOUIS.

One of the best equipped grain storage elevators erected during the last winter is that built at St. Louis by the Burlington Elevator Co., of which W. L. Green Jr. is the president. It is situated near the foot of Grand avenue, between the St. L., K. & N. W. tracks and the Mississippi River, and occupies a ground space of 338 by 98 feet wide, and is 158 feet high. On the immediate bank of the river, 135 feet away, is its river house, for loading and unloading barges. It is connected with the main house by belt galleries resting on steel trestles. Two unloading tracks extend through the main house lengthwise, from which cars can be unloaded by means of Clark Power Shovels, into each of its sixteen elevator legs at one time.

On the west side of the house is a loading track with an overhanging shed. Eight spouts lead down to this track, as do also eight more to one of the inside tracks, and all are fitted with Metcalf Bifurcated Loading Spouts. Underneath the working story is a well-lighted and ventilated basement extending over the entire area of the house, and floored with concrete.

The bins are 62 feet deep and rest on the working story posts. On top of the bin story is a five-story battered cupola, the first floor of which is the distributing floor. It is equipped with steel telescope trolley spouts connecting with the bins through holes cut in the floor. On the second, or belt conveyor floor, is a 36-inch belt running the entire length of the house. This can be run in either direction, and grain can be tripped into independent trolley spouts on each side, thus making it possible to unload at any elevator, and distribute to nine-tenths of the bins. The tripping is accomplished by means of a four-pulley, self-propelling iron tripper. The third floor is the scale floor, and contains sixteen scale hoppers of 1,200 bushels' capacity each. The next floor above contains sixteen 1,200-bushel garnerers, and the line shaft to drive the elevators. The fifth and top floor holds the elevator heads and spouting from same, also the tanks supplying the automatic sprinkler system.

The elevator legs have an elevating capacity of 8,000 bushels per hour, and are driven by separate rope drives from the line shaft on the garner floor to their heads. Each head is supplied with a switch valve so that grain may be spouted into either of two garnerers. Each elevator may be used for shipping or receiving as occasion demands.

At each end of the building is a stairway leading to the cupola, and beside the south stairway a passenger elevator runs to the top floor. A double car puller, which will pull cars on two tracks at one time, is provided, also a system of live air sweepers, which will take dust from the legs, garnerers and floors and discharge it into the furnaces in the boiler room. The house is equipped with an electric light plant consisting of a 25 K. W. dynamo driven by a high speed engine.

At the north end of the elevator is the power house, 75 feet 9 inches by 41 feet, with its stack 14 by 14 feet at the base, and 159 feet high; all built of red pressed brick. The power plant consists of a battery of safety boilers aggregating 600 horse power, set in three units, and a pair of Reynolds-Corliss Engines 300 horse power each. On the crank shaft between the engines is a 14-foot flywheel grooved for twenty 1½-inch ropes. From this is driven a jack shaft on the other side of the engine room. This shaft extends through the engine room wall into the main building, where a 11½-inch 16-groove sheave for 1½-inch rope drives to the cupola line shaft, and alongside of this power is taken off for the fan, car puller and the two shovel shafts. All power is transmitted by means of rope drives, and all machinery which is required to start or stop while the shafting is in motion is provided with friction clutches. The machinery for this plant was furnished by the Webster Mfg. Co. of Chicago.

The river house is 160 by 60 feet wide. It has two working floors arranged to suit the rise and fall of the river, and a bin story 22 feet 10 inches high by

24 feet wide, surmounted by a small cupola at each end. In each of the belt galleries a 44-inch belt conveyor connects the working floor of the main house with the cupolas of the river house. Each belt is concentrated its entire length, and has a conveying capacity of 25,000 bushels per hour. They will run in either direction, and from them is taken the power to drive the two elevators in the river house. The spouting is so arranged that grain may be stored, sent to the shipping bins, or conveyed to the main elevator. There are six dock bins provided with dock spouts, and these are operated by winches on one of the lower floors. Extending above the river house for a distance of 120 feet is an ice break to protect it against the floes of ice which sweep down stream each year.

For fire protection there is a complete system of stand pipes and hose, water being supplied by a duplex fire pump in the engine room; and the main house is also equipped with Grinnell Automatic Fire Sprinklers. The roofs are of tin, and the sides of the buildings are covered with galvanized corrugated iron. The elevator rests on a pile and stone foundation, while in the river house the wood sills are placed directly on the piles.

The total net capacity of this plant is 1,400,000

## COMPLAIN AGAINST ELEVATOR EXTORTION.

The New York railroad elevator pool has again driven the Erie Canal boatmen to despair. By maintaining extortionate charges for transferring grain from lake vessels to canal boats at Buffalo and for handling canal grain at New York the elevators have almost driven the canal boats out of business. When this has been accomplished the railroads will be free to extort as much from grain shippers as they can without driving all the business to southern ports, and, of course, will be able to maintain stiff rates most of the year, as shippers will prefer the New York route by reason of the heat, inconvenience and distance of the Gulf routes. In time these difficulties may be overcome, but the shippers will be at the mercy of the New York combination until they are. New York's grain trade will surely suffer by any injury to the canal, therefore the following complaint of the boatmen, sent to the board of managers of the Produce Exchange, New York City, should be heeded:

The boatowners and navigators engaged in the business of transporting grain by the Erie Canal from Buffalo to New York, whose business is in-



RIVER HOUSE AND BELT GALLERY OF THE BURLINGTON ELEVATOR.

bushels. It is claimed to be the most improved and complete of its kind, and is considered the finest in the United States. John S. Metcalf & Co. of Chicago were the architects and engineers.

## A REVEREND GENTLEMAN'S DEAL IN OATS.

About the close of last year it was known in certain quarters that a reverend gentleman of this city was interested in 100,000 bushels of oats which he purchased in Chicago, somewhere around 22 cents or 23 cents, the market then being 3 or 4 cents against him, and it was generally supposed that he closed the deal shortly afterward and made his loss. Nothing more, however, was heard of it until a few days ago, when the rumor was started that he was still carrying his oats. If such be the case, those oats are getting pretty wild on the down turn, as they have already reached 15 cents. Some of the reverend operator's friends were under the impression that he had closed the deal long ago.—Trade Bulletin, Montreal.

The Illinois Grain Dealers Association has declared in favor of a national organization of grain dealers.

It is said that during the demoralization of freight rates in July some of the railroads carried grain to market at an actual loss.

separable from yours, beg leave to state that it is utterly impossible for us to successfully compete with the railroads centering here for the bulk of the vast grain traffic coming by lake to this point.

"The reasons for our inability to successfully cope with the railroads for the carrying trade to and from the metropolis comes from the fact that the roads own or control not only the mammoth propeller lines upon the great lakes, but operate the grain-elevating and terminal facilities at Buffalo, as well as at Philadelphia, Baltimore, Newport News, Norfolk and New Orleans. This being the case, the railroad magnates, in order to illegitimately divert trade away from the people's canal route and away from the metropolis to their own ports, have placed what, in effect, is an export tariff for transferring canal grain at Buffalo, a power which alone rests with Congress. At the same time, rail grain is transferred here at the actual cost of the service performed. And, as you are aware, the Brooklyn grain elevator and wharf trust is ably assisting the diversion of the grain traffic from New York by elevator and storage extortions to competing ports. The result of such unjust methods on the part of the railroad and the wharf trust has been the accumulation of nearly four hundred canal boats at this port; or nearly half of the entire diminished canal fleet is here to-day unable to obtain cargoes at the low rate of 3¼ cents a bushel on wheat, 3½ cents a bushel on corn, and 2½ cents a bushel on



oats to New York, out of which we, the canal carriers, must pay trimming, tugging, insurance on cargo and scalpage here, Hudson River towing, wharfage and trimming cargo at New York; also we must make good the shortage in cargo.

"After these deductions it leaves us about 2½ cents a bushel net on wheat to run and man our boats. If we are lucky, we will obtain a westbound cargo to Buffalo at 45 cents gross ton free in and out. If we cannot secure an up-freight we are compelled to come to Buffalo light, so that in all consistency we are down to hard-pan rates all around. On the other hand, the charge for transferring grain direct from lake vessel to canal boats at Buffalo is 13-10 cents a bushel, and for like service at New York it is 15-10 cents a bushel, or at both ports the extortion amounts to 28-10 cents a bushel, or a clean gouge at both ports of plump 2 cents a bushel, that is, against canal grain; if the grain is stored on its way to the world's markets, the extortion doubles up in short order. Contrast this robbery with the next-to-nothing terminal charges at the railroad docks of New York's fierce competitors, and who can wonder that the trade that legitimately belongs to New York is, like water, seeking the lowest level.



PRESIDENT E. J. EDMONDS.

not to say anything about the full cent a bushel differential railroad rate against your port? The result of this gigantic railroad conspiracy against New York and New York's canal is to keep boats here in idleness from fifteen to twenty days, waiting for cargoes, while at the same time competing railroads are flooded with grain. It may be truthfully stated that about all the grain and other freights that the canal and New York gets is that portion which slops over the railroad grain elevator dams, as aforesaid.

"Therefore, in view of the deplorable canal situation, we unitedly call upon your powerful commercial body to use your utmost endeavors in securing the lowest schedule of grain elevator and terminal charges at the ports of Buffalo and New York that we, the partners of the state in the transportation business, may again be able to restore to you the bulk of the grain traffic coming here within the borders of this state. In other words, please endeavor to make our great Erie Canal free in fact as in name only. Also, please bear in mind this fact, that grain is the easiest and cheapest commodity of all land products to handle when not done under trust methods, which increase the charge many fold over a reasonable compensation for the service rendered."

The Grain Shippers' Association of Northwest Iowa has decided to assist in organizing a national association of grain dealers.

## ANNUAL MEETING OF THE GRAIN SHIPPERS' ASSOCIATION.

The annual meeting of the Grain Shippers' Association of Northwest Iowa was held at Sioux City July 21.

The Association now has 120 members, and about two-thirds of the whole membership was present. The best of feeling prevailed. On account of the removal of the Hon. T. M. C. Logan to Oklahoma, the Association could not reflect its tried and true president, but by rising gave him a vote of thanks for his nine successive years of faithful service.

Mr. E. J. Edmonds of Marcus, Iowa, was elected president by a unanimous vote. Mr. Edmonds is a grain man from the feet to the top of his head, and operates about a dozen elevators on the Illinois Central Railway. He is an enthusiastic Association man, and can sit up all night any time to talk over trade interests. Hon. E. M. Parsons of Carroll was re-elected Vice-President, F. D. Babcock of Ida Grove Secretary and Treasurer, and F. G. Butler was re-elected Assistant Secretary. Hon. E. M. Cassady of Whiting was elected to the Executive Committee for three years; John Keenan of Battle Creek for two years, and M. Sleeper of Sheldon, Iowa, for one year.

The report of the Treasurer showed the Association to be in good financial condition, and it was found that it would not be necessary to make an assessment.

The Executive Committee was instructed to confer with committees from other similar organizations with reference to the organization of a Western, or National Grain Shippers' Association.

The unbusinesslike methods of certain glucose works were discussed, and it was decided that unless there is an improvement something will be done to bring about a reform.

The need of a uniform and a clean bill of lading, that means something, was discussed, and the matter will be taken up again ere long.

The questionable business of regular track-buyers sending bids to scalpers was also before the meeting, and the practice was roundly condemned. Perhaps nothing tends so thoroughly to demoralize the grain trade as this pernicious practice. Some try to hide behind the claim that they were ignorant. But in these days, when traveling men throng the road, the excuse is too feeble to serve as a justification.

The tumble in grain rates below what the Association is asking, in its contention with the railways, is not prejudicing in the least the standing of its claims. The claims keep increasing, are now close to \$600,000, and will reach \$750,000 by the middle of September. Five large and strong houses have recently united with the Association, and more new members are assured. With rates for the last five years of 9 to 11 cents per hundredweight from Kansas City to Chicago, and 75 to 12 from Minneapolis, for the same time, it seems conclusive that 20 cents from Northwestern Iowa is much too high.

In a spirit of good humor, a vote was taken on the coinage question, and the free and unlimited coinage of silver, at the ratio of 16 to 1, was voted down by a majority of almost 21 to 1 for the present gold standard.

After instructing the Executive Committee in regard to attending hearings by the Interstate Commerce Commission in Chicago that have a special bearing on the Association's present contention, the meeting adjourned. F. D. BABCOCK, Secretary.

The new President of the Association E. J. Edmonds is engaged in the grain, live stock, coal and lumber business at Marcus, Iowa. The portrait of Mr. Edmonds given herewith is from a photograph taken about the time he started in the grain business. He was born at Lost Nation, Clinton County, Iowa, July 25, 1857. His father died when he was only 4 years old, and his mother lived on a farm and raised three children. In the spring of 1880 he moved from Clinton County to Sack County, Iowa, and located on a farm near Odebolt. In the spring of 1882 he moved onto a farm in Rock Township, Cherokee County. His first venture in the grain

business was in 1883, when he rented an elevator at Meriden, Iowa, for one year, with the privilege of buying it at any time during the year. In August of that year he sold his lease and went to Kingsley, where he started in the grain business. The business there was unsatisfactory and he went to Marcus and bought a half interest in the house he now owns. After running the business 18 months with Luey Gund he bought his interest, and has been in business on his own hook ever since. He has a half interest in the firm of E. J. Edmonds & Co., which operates six grain houses and three lumber yards on the north branch of the Illinois Central Railroad, called the Sioux Falls branch, and a half interest in the grain and live stock business conducted by Edmonds, Shade & Co. at Kingsley, Iowa.

He has been a member of the Grain Shippers' Association for six years, and a member of its executive committee for three years. He is also president of what used to be called the Northwestern Grain Shippers' Association. It is proposed to change the name of the latter association as it conflicts with the name of the other Association.

Vice-President Ezra M. Parsons, who conducts a grain and live stock business at Carroll, has been



VICE-PRESIDENT E. M. PARSONS.

identified with the Association ever since it was started, and has served as vice-president for a number of years. He was born near Rochester, N. Y., Jan. 28, 1847. When he was six years old his parents moved to Coldwater, Mich. At the age of twenty he started in the grain business at Creston, Ill., with the grain firm of J. A. McCrea & Co. Eight years later he went to Carroll, Iowa, and started in business for himself, and has been very successful. He has been elected mayor of Carroll for five terms, the first beginning in March, 1885. He is in no sense a seeker for place, but his unquestioned ability as an executive made him the choice of his fellow citizens, who insist on retaining him at the head of the city government. He has shown rare executive skill as a financier and governor of city affairs. He was re-elected without opposition in 1894, and again in 1896, and was never more popular before the people of Carroll than at this writing.

This Association has done considerable effective work in the interests of its members. It is not resting on laurels won, but is still at work. About six years ago Vice-President Parsons, Secretary Babcock, with State Railroad Commissioner Spencer Smith, went before the Interstate Commerce Commissioners at Dubuque, and filed a complaint against the Northwestern Railroad of hauling corn from Nebraska to Chicago for 11 cents per 100 pounds, and charging Iowa shippers 20 cents. The railroad company paid in settlement about \$80,000 to the branch lines.



The main line cases have gone to the Supreme Court of the United States, and the hearing of same is set for the October term at Washington, D. C.

### GAS ENGINE POSSIBILITIES.

While the gas engine has been known and used for many years in a small way, and with remarkably good results as far as economy goes, it is only a short time since its merits have been fully appreciated, writes Geo. S. Strong in Cassiers' Magazine. It is now, with the introduction of new methods of gas production, by the use of hy-product-saving appliances that go far toward paying the original cost of fuel, and thus reducing the cost of the fuel gas to a very low figure, doing much to solve the problem of cheap and effective power.

As these gases are low in illuminating qualities, they are very much better suited to give the highest efficiency in the gas engine. Another gas that has recently been discovered has remarkable qualities under compression, and can be reduced in volume 400 times at 800 pounds, and when expanded will burn with twenty times its volume of air, requiring only 0.4 of a pound of it when compressed to develop one horse power per hour. Each cubic foot of it at this pressure weighs thirty pounds, and, therefore, contains 75 horse power.

This opens a wonderful field for the development of power for motors for tram cars and other classes of motor vehicles, as well as pleasure boats. Gas engines, working with this new fuel gas, are likely to have a very large use in all stationary work and for propelling boats, and it may not be beyond the bounds of possibility to drive ocean steamers and locomotives of the future by gas engines.

### HOW WILL THE CROP BE HANDLED?

The question is, how are we going to handle our crop? Not next year, or the next century, but now, immediately—this fall. This is a plain and practical question, in which every man, woman and child, every Republican, Democrat and Populist in a wheat-growing country is, it is conceded, vitally interested. How are we going to handle it—the crop with which Dame Nature has blessed us? Can we handle it on wind? Will farmers raise wheat and take pay in boy orators' harangues? Will the politician's argument take the place of the wheat buyer's cash? Manifestly not. Silver campaign documents cannot be exchanged for currency, and political speeches do not go for wheat receipts. Money is needed, and money only. It is a condition and not a theory we are facing, and, while the theory may be free silver, the condition is cash. Does the farmer think of all this when he advocates a financial policy which, on the mere threat of winning drives money away from the wheat fields? Probably not, or, if he does, he contends that there is, and will always be, money at hand and available for wheat purchases. We venture to differ.

Let us take the case of Duluth and Minneapolis, the centers of the great Northwestern wheat movement, the great source of supply of the funds with which the enormous crop is marketed, year after year. The manager of one of the largest banks in Minneapolis, within a few days, handed the writer hereof a letter from the manager of one of the largest banks in Canada, which was as follows: "I regret exceedingly that, owing to the currency disturbances in the United States, with a possibility of a complete change in the value of currency itself, I have been obliged, in order to protect our own reserves, to reduce our balance with you to a nominal amount. I have done so with much regret, but am forced to that position by the fact that our deposits in the United States have formed a large proportion of our cash reserves, and that, in case of any demand for money from this side of the line, it would, of course, be necessary for me to meet such demand in the equivalent of gold. I hope that the present excitement will work off before any evil has resulted."

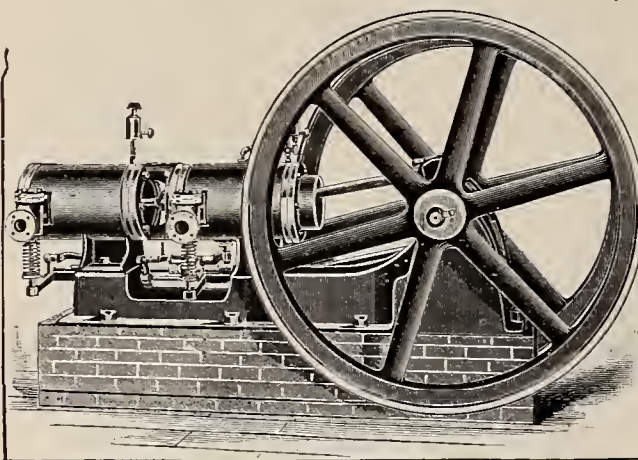
The foregoing letter was promptly followed by the withdrawal of the Canadian bank's deposit. This letter was evidently a circular one, sent to all the

banks in the United States wherein the Canadian bank kept an account. It is estimated that it requires about \$35,000,000 to handle the wheat crop of Minnesota, North and South Dakota in Minneapolis, Duluth and country warehouses. Of this amount fully 80 per cent., say \$28,000,000, comes from outside sources, largely from Canada. One elevator company alone in Minneapolis used \$8,000,000 to handle its business last year. Even with the immense sum named, the bankers are almost always put to it to find sufficient money wherewith to satisfy their customers. This year it is already evident that the silver agitation has driven away the money which is ordinarily relied upon to move crops. If the country goes for free silver, these withdrawals will undoubtedly be permanent.—Northwestern Miller.

### THE HICKS IMPROVED GAS ENGINE.

Many efforts have been made to meet the demand for a compact and economical motor that would at all times be ready for use, free from danger of fire or explosion, which would not require the services of a skilled attendant, but which at the same time would be constant and reliable in its supply of power. John B. Hicks, the inventor and manufacturer of steam engines, gave his attention to this subject, and invented the Hicks Improved Gas and Gasoline Engine.

The Frontier Iron Works of Detroit, Mich., are now the manufacturers of the Hicks Self-



THE HICKS IMPROVED GAS ENGINE.

Starting Compound Cylinder Engine, of which an illustration is presented herewith. The points of excellence which the inventor aimed to combine in his engine are, reliability, simplicity of construction and economy of operation. Two cylinders set in line are employed to work alternately. Their pistons are on one piston rod to which an effective impulse is imparted for every revolution of the crank. This doubles the power of the engine, while adding only the weight of a cylinder and piston, and it is also said to allow of a much lighter balance wheel being used.

The engine is said to run without any noise. While being light in weight, the best material and workmanship are employed in its construction. All the valves are direct-acting poppet valves and require no cleaning. The governor admits only as much of the explosive compound to the cylinders as is required to carry the load on the engine, and as there can be no improper mixture of gas and air, there is great economy in operation. It is claimed to be self-adjusting in every way, the only attention it requires being oiling once a day, and change of temperature has no effect on its operation. The speed is controlled by the governor, making it uniform and regular, and the speed can be varied to suit the machinery run.

All Hicks Engines are thoroughly tested before leaving the factory, and the manufacturers are confident in guaranteeing them. They are made in sizes of 2 to 300 horse power so that they are suitable for all kinds of work where any amount of power is required. Full instructions for setting up and operating are sent with the engine. Those who desire any further information may obtain it by addressing the manufacturers.

### WANT UNIFORM RATES ON CORN AND OATS.

The Chicago Board of Trade has adopted the following resolutions and the commercial exchanges of other primary markets are expected to do likewise:

"Whereas, It has been the practically unbroken practice of years that the same rate should apply on corn and oats in Central Traffic and Trunk Line territory; and,

"Whereas, This practice is founded on common sense, both corn and oats being in the same class of traffic, and originating largely in the same territory, and going by the same trains to the same markets and consumers; therefore,

"Resolved, By the transportation committee of the Chicago Board of Trade, that we demand from the Joint Traffic Association that the 15 per cent. rate on corn, Chicago to New York, now effective, be made to apply on oats also;

"Resolved, That the chairman of this committee be directed to telegraph this preamble and resolution to Chairman Blanchard of the Joint Traffic Association, and also to the interstate commission and send copies of them by mail to the secretaries of the Milwaukee, Peoria, St. Louis, Detroit and Toledo Boards of Trade.

### THE ST. LAWRENCE AND ERIE ROUTES.

A considerable quantity of Manitoba wheat has been shipped from this port of late, despite the cry of limited tonnage of Canadian bottoms on the lakes on the one hand and the lack of sufficient ocean tonnage at Montreal on the other, which demonstrates that when rates of freight and market conditions on the other side are right, the grain, or rather our share of it, will come via the St. Lawrence route, says the Trade Bulletin of Montreal. For after all it may be we are a little too selfish when we begrudge the Americans a share of our Manitoba wheat carrying trade via Buffalo and New York, when we secure such a fair portion of their wheat, corn, oats and flour traffic from the Western States via Kingston and Montreal.

If we argue that no Canadian grain should go via the Erie Canal, our neighbors could with equal reason contend that no American grain should go via the St. Lawrence, despite its shorter cut. Considering that a fair proportion of the American grain traffic is heading for Montreal, we ought not to complain; but to suppose that we are ever going to divert the bulk of the American grain trade from the Erie to the St. Lawrence route is chimerical.

Twenty-six years ago we remember the grandiloquent editorial phrases which appeared in the press regarding the St. Lawrence being the shortest route from the American Northwest to the sea. Elaborate tables of distances were collated showing the superior advantages of the St. Lawrence route over those of the Erie Canal, and the eventual control of the vast grain traffic of the American Northwest by the "shortest route;" but during the past twenty-six years we have noticed that the shortest route theory has not amounted to a "tinker's dam," in controlling the great bulk of the grain traffic of the Western or Northwestern states as we were assured it would do.

Practically the longer hauls won in the race for the supremacy of the carrying trade of the West, for the reason that they have been the cheapest in the long run. In other words, the combined lake and ocean freights via New York and Boston have been cheaper, as a rule, than via Montreal in taking grain to European markets.

A national association of grain dealers could deal effectively with the problem of securing a clean and uniform bill of lading.

It is said that this year Eastern security holders who have a lien on Nebraska farmers' crops will not allow the farmers to hold back their grain in a vain wait for better prices. They will have to clean out their cribs by the first of next month.



**E. H. VANSCHOIACK.**

The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri has started on the right path to lighten the burdens of the country grain dealers, and they are not as backward as usual in supporting a movement to advance their interests and in showing their appreciation of the work already commenced. For the short time it has been in existence this association has been remarkably successful in securing a strong membership.

The vice-president of the new association is E. H. Vanschoiack of Griswold, whose portrait is given herewith. He was born in Montgomery County, Indiana, April 4, 1845. He lived on his father's farm until 1865, and attended school part of the time. He served in the Federal Army, Company C, Seventy-ninth Indiana Infantry, for a short time. At the age of 20 years he moved to Iowa, where he has been engaged in farming, handling live stock and grain. He is the senior partner of the firm of Vanschoiack & Rickey, which does business at Griswold and Elliott, Iowa.

**REASONABLE FREIGHT RATES.**

In view of the recent investigations by the Interstate Commerce Commission and the suits brought by the Grain Shippers' Association of Northwest Iowa, the fair minded comment of the Kansas State Board of Railroad Commissioners on reasonable rates is of interest to all grain shippers. From it we take the following:

Among the many problems involved in the regulation of commerce there is none more difficult of solution than that of determining what carriers may reasonably charge. It would seem that no fixed standard of reasonableness is possible, for the question must be determined under varying circumstances. What is just and reasonable under some circumstances may not be under others. From a carrier's standpoint, rates might fairly be deemed reasonable which from the shipper's point of view might be justly considered as immoderate. For instance, investors in railway property cannot be justly criticised for insisting upon a fair income upon the present worth of their investment, and for demanding commensurate rates, but should some of the articles of commerce produced in the territory served by their property be so depressed in price at their only market by reason of competition from other points of supply or otherwise that the rates charged for transportation to market would permit of no profit to the producer, then the latter might properly ask a reduction of the charge, and it would be the duty of the carrier, under the general duty it owes to the public for privileges conferred, to accept a less compensation for its services even though its income would thereby be reduced below what would ordinarily be proper. Such conditions are ever present. An illustration is the low rates made necessary to move grain products from the interior to the eastern seaboard.

With a fair income upon the present worth of railroad property as a basis for earnings, the volume of traffic is a considerable factor in determining what is a reasonable charge. What would be reasonable in a thinly-populated district with light commerce might be very unreasonable in densely populated states with large traffic. Opinions as to what should be considered the present worth of railroads are various. Perhaps as equitable an estimate as any is to take as the present worth what it would cost now to duplicate the property. Considered in that way it is evident that with a fair income as a basis for earnings, rates, even if unaffected by variations in the volume of traffic, must differ as the cost of the railroads differs. Upon a road constructed through a mountainous country, costing say \$100,000 per mile, rates could from no standpoint be considered reasonable which might be justly so considered upon a road in a smoother country costing but one-third as much.

The charge of unjust classification of articles of merchandise is frequently used as an attack upon the reasonableness of rates, reliance being made

upon a comparison of the kind and value to show that the articles are not analogously grouped for the application of rates. Classification and rate-making are interdependent. In the transportation of merchandise it has been found to be in the greatest degree impracticable to provide a rate for each of the thousands of commodities transported, hence arises the necessity of placing in classes articles as nearly similar in character and value as is possible. Various things are to be considered in selecting the class in which an article shall be placed, some of which are its weight, bulk, quality as to whether perishable or imperishable, volume, risk attending carriage, cost of transportation, value of service, direction of movement, etc., and here again no exactly equitable separation is possible; and arbitrary division is imperative. It seems reasonable that in classifying the greatest consideration should be given to the value of the service, and this will be proportionate to the value of the articles transported. Freight rates partake of the nature of taxes, and as taxes in general are measured by the value of the property taxed, there appears no good reason why rates should not be, as nearly as possible, similarly determined. Were classification abolished and all articles charged a like rate, one of two results would follow: Either the rate would be so high as to prevent the movement for long distances of articles of small value, or so low as to deny the carrier reason-



E. H. VANSCHOIACK.

able remuneration for its services. In either event the public would be injured, first, by an embargo being placed upon much of the commerce of the country, and second, by inefficient and perhaps dangerous service resulting from the financial embarrassment of the carrier.

One of the perplexities of the present transportation system is the diversity of its classifications. There are three general classifications in force. The "Official," generally stated, controls in the territory east of the Mississippi River and north of the Ohio River; the "Southern Steamship and Railway" governs in the territory south of the Ohio and east of the Mississippi River, and the "Western" applies generally in the territory north and west of Chicago and west of the Mississippi River. These classifications apply interstate, and within their respective territories, locally in states which have no special classification. Many of the states have classifications of their own. Illinois has one, which makes four in operation in that state. Uniformity in classification has for years been advocated by journals giving special attention to railroad matters, by many railroad managers, by the annual conventions of railroad commissioners and by the Interstate Commerce Commission. That Commission has recommended to Congress that it be given power to make a uniform classification, and it is not improbable that such legislation may be had at an early date, and if it should be, much of the confusion now existing will doubtless be removed. This Board believes that good results would follow such legislation, and therefore favors it.

Competitive rates seem reasonable or unreasonable according as they are viewed by different interests. To the carrier they appear reasonable, for did it not meet the cut rate of its competitor it would get none of the business at competing points. The communities benefited by the low rates, of course, think

them reasonable. On the other hand, non-competitive points consider such rates unreasonable, and that their commerce is unduly taxed for the benefit of competing points. To reconcile the conflicting interests of these numerous points arising under competition not legally regulated will strike the average person as something of a problem. It would be none too easy were competition entirely controlled by law. The lines of road between competing points sometimes vary considerably in length. The short line fixes the rate, and this rate, if reasonable and made relatively equal at intermediate points along both roads, which compete for the trade of the same territory, and the rate must be so applied if all the points are to have what they would consider reasonable rates, will force the long road to perform practically without charge the service upon so much of its line as exceeds the length of its competitor. Against this result the long line will protest and seek, as a rule, to apply higher rates at intermediate points. Such action is often a cause of complaint that rates are unreasonable.

Competition in the introduction into the same market of articles of merchandise from two or more points of supply often produces rates which also are reasonable or unreasonable according as viewed by different interests. In Southern Nebraska and in Northern Kansas it is claimed that supplies of lumber from the North and from the South meet in competition. In order to introduce lumber into points in that territory from the South, carriers make a rate lower than that charged to intermediate points, and attempt to justify their action because they could deliver no lumber there if they charged a higher rate. The towns of Southern Kansas think it unreasonable that they should be charged a rate on lumber from the South higher than is charged at Omaha and other points in Nebraska upon lumber going there over the same lines in the same direction, and this Board thinks so, too, but it is powerless under present conditions to remedy the grievance.

**THE NATIONAL ASSOCIATION OF GRAIN DEALERS.**

That the grain trade has long needed a national association of grain dealers, is generally admitted by those connected with the trade, and now that the Illinois Grain Dealer's Association, and the Grain Shippers' Association of Northwest Iowa have declared in favor of a national association and appointed committees to take up the work, we solicit the opinions of our readers on this subject and trust that every grain dealer will cut out and sign the following blank and mail to the "American Elevator and Grain Trade," 184 Dearborn Street, Chicago:

*The undersigned being regularly engaged in the buying and selling of Grain, does hereby declare in favor of the organization of a National Association of Grain Dealers, the membership in which shall rest in firms who have engaged in the buying and selling of grain at any station continuously for one year or more, and are still so engaged.*

*The object of this association shall be the advancement and protection of the common interests of those regularly engaged in the grain business.*

Signed, .....

Next month we will publish the names and addresses of those who have signed the foregoing and forwarded to us. We trust that every dealer will act promptly. Do not be backward in this matter. Sign and mail to-day.



## EUROPEAN MARINE LEGS.

Within recent months several elevator men have inquired for information regarding marine legs and several modern legs of American design have been described. European marine legs differ little in principle from the American, after which they are copied, and contrary to what would be expected they are not heavier and more cumbersome to handle.

The elevator boots of the marine legs have round bottoms, and gates are provided at the sides for admitting the grain which is shoveled to it or conveyed by special appliances. In cases where the warehouses stand close to the water's edge, the European engineers recommend that the elevator head be hung close to the warehouse wall, so as to facilitate the raising and lowering of the leg into the hold of a vessel. When the building does not stand close to the water they hang the elevator on a double armed lever like that shown in Fig. 1. A counterweight on the inside end of the lever balances the leg and makes the raising of it easy. The bucket belt is driven from a gear wheel at the middle of the lever. In Fig. 2 is shown a leg similarly constructed but raised and lowered by means of a jib.

In Fig. 3 is shown a step hopper D for receiving grain direct from the elevator head where the warehouse stands at the water's edge. The grain is

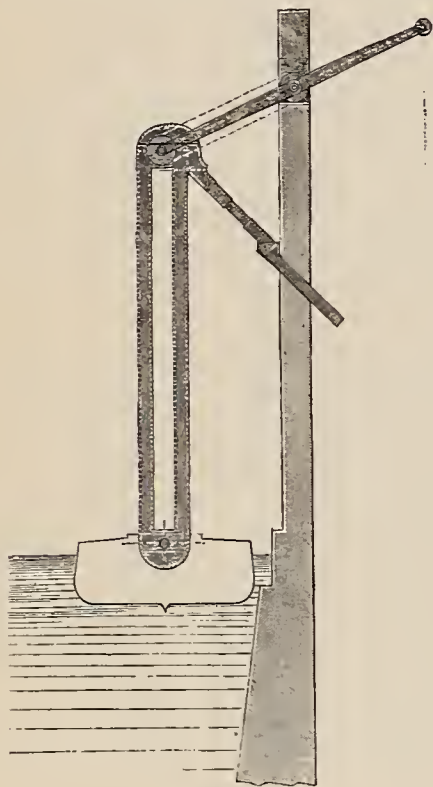


FIG. 1.

dropped into the hopper B, thence into the step hopper and to the warehouse.

When the warehouse stands a considerable distance from the water as is often the case in Europe, the marine leg is placed on a scaffold or in a separate building at the water's edge. These legs have telescopic spouts which deliver the grain to conveyors that carry it to elevator boots in the main house. In some cases the marine leg house is provided with two jibs, one connected with the windlass, as is shown in Fig. 4, and used for lifting the marine leg, the other carrying the loading spout and the conveyor for transporting grain to the spout.

F. Stallmaier writes that "the elevator, with inclined traveling band, can be dispensed with and substituted by an arrangement called the Knee Elevator, whereby the outrigger forms a part of the elevator, and one and the same belt does the vertical and inclined conveying. In Fig. 5 is shown such an elevator, in which the belt has to run over three pulleys, the intermediate one is three times as wide as the belt, and the latter runs over the pulley twice, as illustrated by the right-hand figure. The buckets have to be of such a shape as not to drop any grain when running up the incline. To place an elevator in a straight vertical line into a vessel, the skeleton of the same has to be constructed as a trellis work, movable in its joints, so that the same can be lengthened and shortened at pleasure. Such a construction is illustrated in Fig. 6. The whole

elevator is hung on a two-armed lever, and is like a knee elevator. A guide pulley placed in the uprights keeps the belt stretched. The disadvantage of such an elevator lies in the complicated skeleton, which often gives trouble.

"Another description of vertical marine elevator is that shown in Figs. 7 and 8, known as the telescope elevator leg. Fig. 6 shows the same stretched out, and it is well acceptable as a traveling crane elevator, where an outrigger or an outbuilding is difficult to erect. The whole apparatus is on wheels

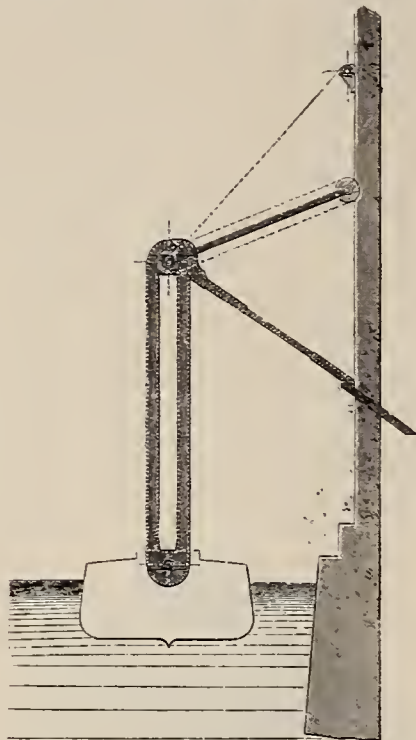


FIG. 2.

and can be moved, turned, lowered and lifted by steam. As the belt has to run on both sides, the buckets would interfere with the pulley; therefore, there are always two pulleys instead of one, and so arranged that the wider belt runs with its free edges on the pulley, thus allowing the buckets to pass between them.

"Where the shore is flat, so that the vessel cannot come near to the building, the method for unloading vessels shown in Fig. 9 is recommended. The ele-

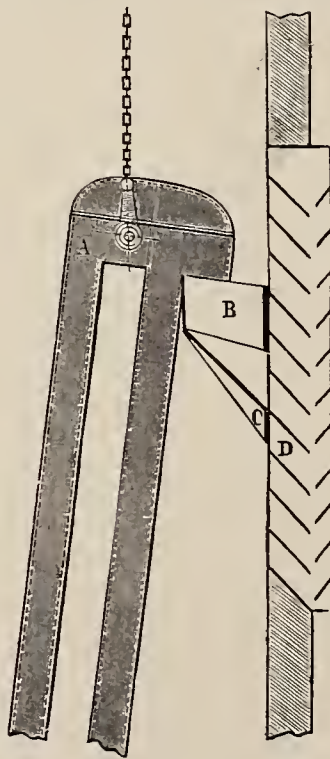


FIG. 3.

vator when not at work is hung up as shown by the dotted lines. The chain which carries the bottom is fastened near the middle of the leg, and when working the grain has to be shoveled to the boot. If the elevator lies flat, as shown in Fig. 9, the carrying belt side has to be provided with supporting rollers, and when the incline is less than 30° the buckets can be left out, and a conveyor belt substituted."

Lend your assistance to the organization of a national association of grain dealers.

## WORK OF MINNESOTA'S GRAIN INSPECTORS.

The grading of grain is not an exact science, but the Minnesota State Grain Inspection Department is improving in its work and advancing toward the field of exactness. The last report shows that during the twelve months ending with last October the department inspected 135,078 cars of spring wheat, 427 cars of winter wheat, 1,774 cars of corn, 6,837 cars of oats, 779 of rye, 4,017 of barley, and 2,844 of flaxseed, or a total of 151,756 cars of all kinds of grain, against 156,080 carloads during the same months of 1893-94.

The grain inspected out of store during the year amounted to 42,065 carloads, and 24,470,591 bushels into vessels, against 40,515 carloads, and 22,030,369 bushels for the 12 months ending Oct. 31, 1894.

There were 7,570 reinspections called out of the total amount of grain of all kinds, inspected "on arrival" and "out of store," as against 8,944 cases during the preceding year. The disposition of the reinspections was as follows: In 4,223 cases, the original grade and dockage were sustained, indicating that there was no proper ground in the judgment of the chief deputy inspectors for calling reinspection. Changes were made in 3,347 cases 2,637 cases being raised in grade, 278 cases lowered, and dockage changed in 432 cases. The changes made are fairly indicative of the errors of inspection, which, during the past year, show but one error in each 58 cars, as compared with one in each 53 cars the year previous, thus showing improvement and progress in the character of the inspection work.

There were nine appeals from the results of rein-

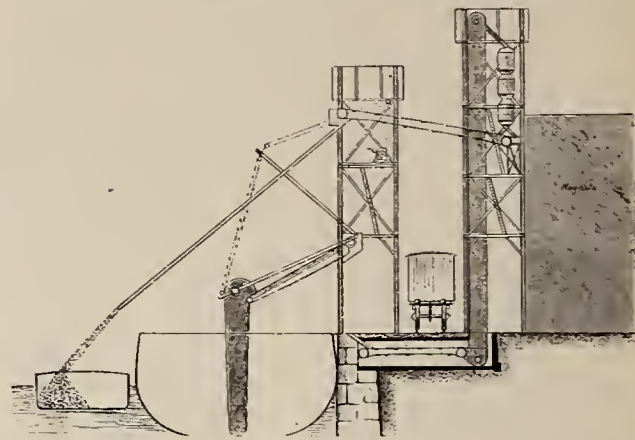


FIG. 4.

spection to the Railroad and Warehouse Commission, out of which the original grade was sustained in four cases, raised in one case, and lowered in four cases.

The revenue of the department from all sources during the year was \$142,605, divided as follows: From inspection service, \$67,046.85; weighing service, \$73,355.98; from interest on deposits and other sources, \$2,202.17. The disbursements during the same period were \$147,522.22, showing a net loss for the year amounting to \$4,917.22.

## REBILLING AT TOLEDO.

The general freight agent of the Clover Leaf Railway at Toledo has issued a notice to grain shippers to the effect that, hereafter, that company will accept from eastern connections, at Toledo, corrections to cover one change at Toledo in shipping directions, or destination, of shipments of grain, originating at stations on that road, and originally consigned locally to Toledo or to eastern destinations via Toledo, subject to the following conditions:

No change in shipping directions or destination shall be allowed when detention at Toledo exceeds seventy-two hours.

Such corrections shall conform to the established tariff rates and divisions from original point of shipment to the point of destination, as governed by rules of the Joint Traffic Association.

One of a number of boys who were stealing oats from Western Indiana freight cars at Chicago recently was fatally shot while trying to escape arrest.



## THE DUODECIMAL SYSTEM OF WEIGHTS AND MEASURES.

A few of the conservatives of Great Britain who are unreasonably opposing the introduction of the metric system, have attempted to confuse and divide the champions of the simple decimal system by proposing a duodecimal system, which is complex and difficult to understand, and does not permit of sufficient familiarity to enable one to make mental calculations. Above all other objections to it, stands the one that it is not used by any country, while the metric system is used by most of the civilized countries of the globe.

The disadvantages of the duodecimal system are clearly exposed by Engineering, of London, in the following:

"When the opponent of the metric system has exhausted all his arguments in support of the plea that an intolerable inconvenience would attend a change from our present weights and measures, he usually shifts his ground and asserts that what we really need, if any alteration be made, is the duodecimal system. Undoubtedly he is right in preferring 12 to 10 as a basis of numeration, but the suggestion comes very lamely from a person who has been magnifying the difficulties attending the introduction of new methods of measurement. The trouble that would be caused by the introduction of the metric standard is a mere bagatelle compared with that which would follow the adoption of a different basis of arithmetical computation from

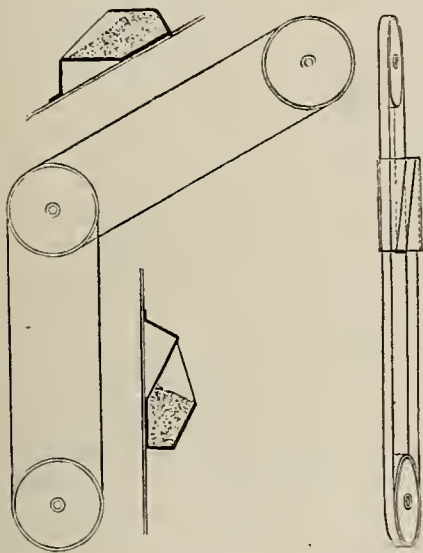


FIG. 5.

that which has been in vogue since—and, indeed before—the dawn of history. Some of our correspondents have lately sent us multiplication tables having 8 or 12 as their foundation, but we do not think that they realize how insufficient their attempts are to meet the requirements of the case. Dealing with the latter case, which is the one we are now considering, it is evidently insufficient to introduce two new numerals, . . and 1 Z, and to retain all the old ones, since the value of these latter would be altered. From 1 to 9 they would suffer no change of significance, but immediately that limit was passed confusion would reign supreme. For instance, while 8 would have the same value as now, 18 would represent 20 of the present notation, that is,  $12+8$ . Again, 28 would represent  $2 \times 12 + 8 = 32$ , 38 would equal  $3 \times 12 + 8 = 44$ , and so on. Higher numbers would exhibit still greater divergence from the old meaning. The figure 118 would signify  $1 \times 144 + 1 \times 12 + 8 = 164$ , 1188 would be  $1 \times 1728 + 1 \times 144 + 8 \times 12 + 8 = 1976$ . Still worse examples can be found.

"In a country that had no records the introduction of such a system would be quite easy. But we are the heirs of the ages, and have a vast patrimony of knowledge that would become depreciated by the change. It must be remembered that quantities expressed in decimal notation cannot be converted into their duodecimal equivalents by any process of subtracting a percentage. Except in simple cases, the conversion cannot be carried on mentally, but must be done on paper by means of repeated divisions by 12. All the numerical results of scientific research would require to be altered with the new notation, and the elaborate tables of calculated

results which are possessed by engineers and others would become almost valueless, and often it would be as easy to recalculate any particular example as to reconvert it. No doubt there are plenty of industrious computers, and also numberless enterprising publishers who would hurry to lighten our difficulties, but it must be remembered that first editions of books of figures always contain errors that may lead to most costly mistakes.

"If the duodecimal system were introduced, we should have our familiar numerals bearing their old

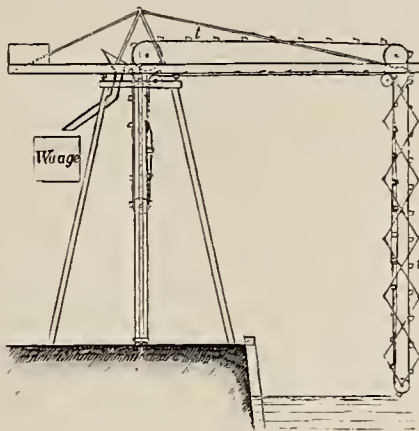
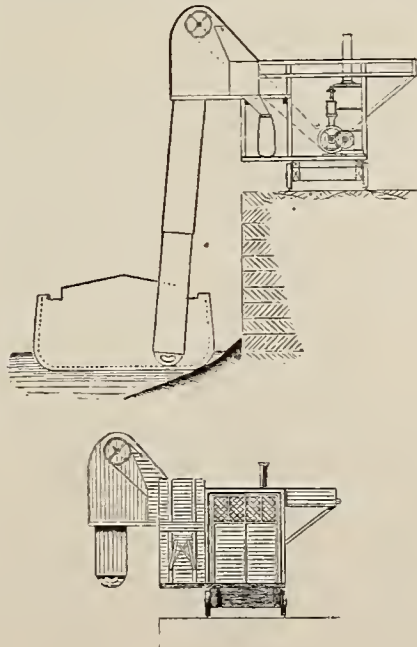


FIG. 6.

significance when they stood in the position of units, and a new significance when they were in any other position. The figure 6, for instance, would be the friend of our youth, but 60 would be an utter stranger, assuming the name and carrying the face and habiliments of a former acquaintance. If this latter were dead and buried, the embarrassment would be great enough, but the first time we took up a book we should meet him, and then the question would arise as to which Dromio was confronting us, the elder or the younger. We are told that metrical measures are beyond the comprehension of the masses, but, at any rate, they have an individuality of their own which prevents them from being confounded with any others.

"The only possible method by which the duodecimal system could be introduced into daily use would be the use of an entirely new set of numerals. Let us suppose that the first twelve letters of the Greek alphabet were chosen. The next thing would be for us all to learn a new multiplication table. We should then be entirely saved from mistaking the new for the old notation, but at what a cost!



FIGS. 7 AND 8.

The greater part of the adult population never would learn the new notation. They would remain hopelessly at sea, and not all the powers of the strongest government Europe has ever seen could compel them to abandon their old methods of computation. The children might be taught the amended numeration, but most men and women, even those of a high order of intelligence, would find the effort too great to make.

"The duodecimal system lands us on either horn of a dilemma. We must either use the old figures, and two additional ones, with a significance which

is sometimes a new one, and sometimes the old one, or we must have a completely new set. Each plan leads to intolerable results. The former would produce endless mistakes and confusion, which would endure for all time. Something might, no doubt, be done to reduce the trouble by the introduction of entirely new founts of type, which showed at a glance that they belonged to the fresh order of things. But the system could not be applied to spoken numbers. If a Chancellor of the Exchequer, introducing his Budget, set a good example by using the new notation, his hearers would be quite unable to make a mental comparison with the receipts or expenditure of 10 years ago, for they would not have the time to effect the necessary conversion as the speech proceeded. The only possible measure of palliation would be to give all figures twice over, in old and new style, as dates are written in Russia, which means we should have to undergo 50 years' labor before we reaped any advantage of the duodecimal system. The second plan of adopting a new set of figures avoids one source of confusion and introduces another quite as bad. We have all an acquired perception of the value of a numerical quantity from the look of it. Just as we read words without spelling the letters, so, in a minor degree, we take in written quantities at a glance. But with the new notation we should return to the ways of our childhood, and have to patiently spell our way through every quantity we met with. Those of us who are no longer in our youth would have the added disadvantage that our brains are not now in that plastic stage when they easily retain any form impressed upon them, with-

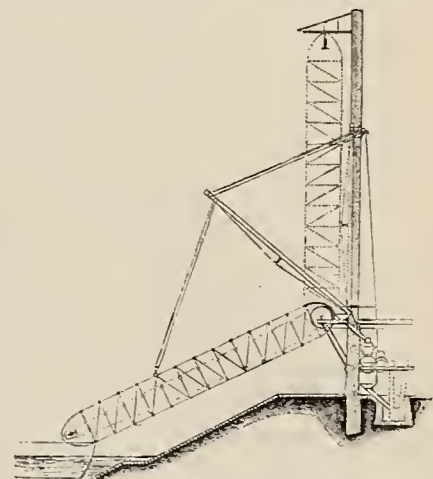


FIG. 9.

out much conscious effort. Books dealing with figures would become a labor, only to be tackled when the necessity was urgent. The reading of them would be comparable to perusing a work in a foreign language which is not really familiar to us. Very soon the fatigue of giving complete attention to each word as it comes, then mentally finding its English equivalent, and finally seeking the general meaning of the sentence, masters the power of concentration, and the eyes wander over the lines without the mind seizing the meaning.

"If the metric system has to await the advent of duodecimal notation in this country, it will never arrive here. The two things have no relation to one another. It cannot be too often insisted that the merit of the metric system is that measures of length, weight, and capacity have a common origin, and are capable of direct comparison. This advantage persists whether the decimal or the duodecimal system be used, and is sufficient to counterbalance many inconveniences. Whatever may be the faults of the decimal system, we contrive to use it for all our important affairs. We reckon our incomes in tens and hundreds of pounds, and it is only in dealing with shillings and pence that we employ other bases of notation. What is good enough for the large sums cannot be so very dangerous for the small ones."

W. H. Henderson, an enterprising grain dealer of Lexington, Ky., was recently restrained by the court from laying a switch across a public thoroughfare to connect his warehouse with the railroad. Mr. Henderson attempted to lay the switch contrary to the order of the City Council and was arrested.



**WHEAT.**

Did grander picture ever meet  
The artist's eye than field of wheat:

In pits it winds its stubborn strength.  
Then flings erect its lush-firm length.

And flashes back the red old gold  
The sun poured in as days were told.

Such thoughts old Banker Redd  
Had not, for this is what he said:

The wheat is great in poet's guff,  
But I have raised the pesky stuff

And hornet's nests and bumblebees!  
The ants and bugs designed to tease.

Escaping from the blistered air  
Got in my clothes and settled there.

And oft the blamed old binder broke.  
Oh saints, forgive the words I spoke:

Also when father's pet mule team  
Kicked me two miles into a stream—

And after all my toils and cares  
The profits went to bulls and bears.

**COMMUNICATED**

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

**SHIPPING AT TACOMA.**

*Editor American Elevator and Grain Trade:*—According to the report of the harbor master of the port of Tacoma, Wash., for the month of July, the total exportation of breadstuffs was as follows: Flour to Japan and China, 44,104 barrels, valued at \$120,574. The inward registered tonnage was 43,456, inward cargoes 8,435 tons; outward registered tonnage 57,806, outward cargoes 40,575 tons. The deep sea arrivals were 32, departures 29.

SAMUEL COLLYER.

Secretary Chamber of Commerce.

Tacoma, Wash

**COUNTRY ELEVATOR MEN IN THE FEED BUSINESS.**

*Editor American Elevator and Grain Trade:*—For the past four or five years country elevator men have been struggling against extremely low prices of grain, small profits, increased competition, the encroachments of railroads and general depression throughout all branches of the trade. It is the general opinion that the only thing to do is to increase the amount of business done by adopting some auxiliary line, something near enough to the elevator business so that it could be combined with it at no very great expense, and which would not be a great inconvenience.

I have known some grain dealers to try dealing in agricultural implements, others have tried the coal business or dealt in lumber and salt. Some found hay baling and shipping to be profitable, requiring only the addition of a press and a shed. I reviewed all of these branches and decided that the feed business was one which had the greatest profit for the country elevator man, and in direct line with my own business. Farmers buy more feed than they did formerly, and I have found my customers willing to take back a bag or two of feed when they had unloaded their grain. I found, too, that I could get rid of a good deal of stuff, such as screenings, etc., which before gave little or no profit. Off-grade wheat, corn and oats which it would not have paid me to ship, I found ready sale for to farmers as ground feed.

In the first place I got a feed mill, choosing a roller feed grinder to do my work. As I already had a gasoline engine of sufficient power, I had no addition to make in that quarter. It is well to have a complete equipment, however small, for this will allow of a reduction in the cost of the feed and a reduction in price to the buyers, and a decided preference for your elevator in consequence. Facilities for loading and unloading are not to be overlooked.

When I started into the feed business I now and then had a farmer ask me why he should pay for ground feed, when he had the whole grain himself,

which certainly contained all the nourishment there was in the ground grain. I had never much trouble to convince them of the superiority of ground over unground feed, and a present of a sample bagful was often followed by an order for a wagon load. The profits of the business were moderate, but there was profit, which is desirable in any degree. In fact, I would say that according to my experience the feed business has in it more for the elevator man than any other. The position of the country grain buyer is mainly artificial, economically considered, and he will do well to branch out if he can, into a feed, hay and coal business; the more the better, but the feed business first.

H. E. N.

**PLEADS FOR A NATIONAL ASSOCIATION.**

*Editor American Elevator and Grain Trade:*—The most important movement that has yet been started in the grain trade was inaugurated by the Illinois Grain Dealers' Association at its meeting at Decatur last June. I refer to the action taken in regard to a national association of grain dealers. I hope this subject will appeal as strongly to others as it does to me, and that all members of local and state organizations who think favorably of it will give the new movement their hearty support, both in and out of their own associations. A member of a local association could use his influence to bring about favorable action on the part of his organization, and thus lend an impetus to the movement, which should now be kept up until the desired object is attained.

This movement started in a state association and will doubtless be continued by the cooperation of others. While this is as it should be, still I think there are many who do not belong to any state or local organization who would be willing to assist and would desire to join the national association. These should be encouraged to aid and take part in the movement. If the membership should be limited to members of associations the national organization would be national in name only. A national association could be organized similar to the National Hay Association, which has a large membership, and is very successful. Only regular hay dealers are admitted to membership, and a grain dealers' national association should be composed of regular dealers; that is, dealers who have carried on business at one or more places for one or more years, and intend to continue doing so. These regular dealers should be admitted to membership irrespective of their membership in other organizations.

If anyone doubts the good of a national organization he should consider the work of the Hay Association before mentioned. It is backed up by local associations and accomplishes what they could never do, and its work for the individual member is no less potent. A national association of grain dealers will have the name and the body behind it which means power to institute reforms that are badly needed in the trade, and which will be a benefit to every single member of it. Grain dealers will then be able to meet the railroads on more like an equal footing than at present exists. We can then urge the necessity of clean and uniform bills of lading. In fact the fight with the railroads all along the line can be carried on until we have justice done as shippers. In legislation also a national association will be able to accomplish what individuals or state and local organizations could either not attempt at all or could only fail in doing.

I have taken this movement seriously, and hope others will do so. But if regular dealers who do not belong to an association are to lend their support to the movement they should know what the state organizations are doing. Let the secretary or members keep us posted through the columns of the "American Elevator and Grain Trade." I would also like to see expressions of opinion from grain dealers. All those who favor a national association of grain dealers should say so for the benefit of all concerned; and those who do not favor the movement would oblige the rest of us by giving their reasons therefor. But that's like saying there are regular dealers who would like to encourage irregu-

lar dealers, that any amelioration of present trade conditions would be undesirable, etc. That's how much I believe in a grain dealers' national association.

Truly yours,

J. T. MERRILL.

**LEGISLATION PROPOSED FOR SOUTH DAKOTA ELEVATOR MEN.**

*Editor American Elevator and Grain Trade:*—I wish to use your columns to call the attention of the elevator men of this state to an attack made upon us recently in the Sentinel of Madison, by A. D. McDonald, who, I presume, tries to run a farm near Madison. The members of the grain trade of South Dakota may be pleased to learn of the campaign this gentleman has started against us and our business. If he succeeds in getting the legislation desired, it will encumber the business with many difficulties and in no way benefit the farmer. At best the average farmer is very credulous, and when any wild story of the way the merchants or carriers impose upon him reaches one of this class it finds him eagerly waiting with ready ears. He never stops to reason or to think about the truth of the statement, but accepts the most ridiculous yarns without question. Hence I think it is our duty to ourselves and to our businesses to call his attention to the impossibility of many of the charges made against us, and the improbability of others. Mr. McDonald's communication is as follows:

"Several years ago, the legislature of Minnesota investigated elevator practices in that state. The leading elevator and railroad men were subpoenaed and gave startling testimonies. It appears from the evidence of those implicated, that the railroads had for years been transporting grain from the elevators at about half the amount charged independent buyers. This had resulted in giving the elevator trust a monopoly of the grain business. Having the monopoly, the trust was able to underweigh, undergrade, and in other ways defraud the farmers. All effort to establish independent elevators failed, and the producer was at the mercy of the buyer. The railroads not only gave this great advantage to the trust, and thereby assisting in robbing the producer out of millions of money, but they put all sorts of obstacles in the way of the competitors, who, from time to time, attempted to get a portion of the trade. Millions were diverted from the farmers of Minnesota to the working gang of Minneapolis. While it is possible that the railroad managers were well paid in the deal, facts are now at hand, showing that the same conditions exist in South Dakota. The grain business of that state is handled by the same elevator trust and the same railroads, and it is presumable, that the same rascality exists here.

"The farmers of this state have been unfortunate in many ways, but there is no question that they have been robbed by the roads and the elevators still more. A statute is demanded, which will force the companies to a strict accounting for all their business, to the public, of their rates and rents in detail. A statute should also be enacted, covering every penalty of elevator abuse. The corporations will no doubt strenuously resist a movement of this kind; but the people have a right to insist that their public servants should not rob them."

F. R. MAY.

**WHY "MELANCHOLY FACTS?"**

*Editor American Elevator and Grain Trade:*—Permit me, please, to say a word in regard to the letter of Mr. E. S. Greenleaf in your last issue on "Liability for Damage from Railroad Sparks." It is a well established rule of law, as a matter of principle generally, but provided by statute in some of the states, that a common carrier (the term applying alike to railroad, express and telegraph companies) cannot limit its liability for its own negligence, or that of its servants, by prior agreement, by the terms of the bill of lading, etc. There is wisdom in this, for it is, and certainly should be, against public policy to allow one, either as a carrier of goods, or as a warehouseman after the goods have arrived at their destination, exemption, either during transportation or storage, from damages resulting from its own acts or neglects in the performance of a semi-public duty. The company has been given its



rights by public franchise, and should not be permitted to take advantage of the shipper, who may not be able otherwise to dispose of his grain, and takes any contract that may be given him, in order to get his goods to the best market.

But the case at bar, as the lawyers say, is far different, both in principle and in possible results. Here the company is contracting as a lessor, not by reason of its franchise as a carrier, but simply because it has land or buildings that someone desires to lease, and there is no reason in law or in equity why in the capacity of landlord it should not be able to contract against a damage liable to arise by reason of the proximity of the premises to its own tracks, even though the natural danger should become an actual occurrence by reason of the carelessness of the operating servants of the road, or itself in failing to supply perfect spark arresters.

The liability is changed because of the change in the relations of the parties. In the first instance the company is exercising a public function, in the latter a private right. In the first the shipper is one of a vast number of people, the state having granted privileges to this company, the right of eminent domain, etc., and has a right to demand that the duties incumbent upon the relation shall be exercised in moderation and subject to the general rules of law. In the case of the lease, however, he should not make such demand, for here he is a perfectly free agent, and can take it or leave it. Why should the fact that a corporation, acting in the ordinary relation of vendor and vendee, or as lessor and lessee, has the same right of contract as the second party, be a melancholy fact? I do not believe your correspondent sees the full import of his criticism, or his possible desire to hold the railroad company liable to limit its right to contract on the same basis as anyone else. If he does, he has taken one step in that direction toward which the populists just now are going, and so many workmen have already gone, which leads to anarchy. No, let us be just, and give to others, even though they be corporations, the same right of contract of self protection that we would want to exercise under the same or similar circumstances.

T. J. THOMPSON.

Chicago.

## RICE IMPORTS AND EXPORTS.

According to the last report of the Bureau of Statistics rice valued at \$167,286 was imported in June, against an amount valued at \$205,771 imported in June, 1895; the valuation of imports for the year ending June 30 being \$2,186,283, against \$3,445,512 for the same time in 1894-95.

Dutiable rice imported in June amounted to 6,660,059 pounds, against 6,826,278 pounds in June, 1895; and during the year ending June 78,835,834 pounds were imported, against 136,157,324 pounds imported in the same time of 1894-95.

Rice imported free under treaty with the Hawaiian Islands amounted to 65,000 pounds in June, against none in June, 1895; and during the year ending June 4,690,500 pounds were imported, against 5,144,087 pounds imported in the same time of 1894-95.

Of rice flour, rice meal and broken rice, 4,521,189 pounds were imported in June, against 7,852,927 pounds imported in June 1895; and during the year ending June 68,534,273 pounds were imported, against 78,262,909 pounds imported in the same time of 1894-95.

Of imported dutiable rice 1,256,458 pounds were exported in June, against 1,110,014 pounds exported in June, 1895; and during the year ending June 13,596,028 pounds were exported, against 10,271,257 pounds exported in the same time of 1894-95.

No rice imported free of duty was exported in June, 1896 or 1895, and none in the year ending June 30, 1896 or 1895. No domestic rice was exported during those periods.

Domestic rice bran, meal and polish amounting to 1,367,348 pounds were exported in June, against 194,380 pounds exported in June, 1895; and during the year ending June 13,684,678 pounds were exported, against 1,499,040 pounds exported in the same time in 1894-95.

## EXPERIMENTS WITH FLAX.

A bulletin has been issued from the Central Experiment Farm at Ottawa by Dr. Saunders, dealing with the cultivation of flax. It is stated that the dry western climate is not favorable for growing flax for the fiber, as the latter is reduced both in quantity and quality, as compared with the article grown in the eastern part of the continent. In the east flax is grown largely for the fiber. One of the claims put forth for flax is that it can be grown on breaking the first year, thus giving the farmer a crop the first season. Tests were made at the Manitoba Experimental Farm as to the quantity of seed to be sown per acre. From 40 pounds of seed per acre 19 bushels and 26 pounds were obtained; from 70 pounds per acre 20 bushels per acre were obtained, and from 90 pounds of seed per acre 20 bushels 50 pounds of seed were obtained.

## REDUCING SHORTAGES AT MINNESOTA TERMINALS.

The shortages in grain shipments due to leaky cars and the pilfering of thieves caused so much trouble to all branches of the grain trade of Minnesota that finally the receivers, the railroads, and the representatives of the municipal and state governments became thoroughly aroused and an earnest movement for reform was instituted.

Laws have been passed and stringent rules adopted and enforced with good effect. The last report of Chief Grain Inspector Clausen shows that: "The department is required to seal all cars of grain arriving at the terminal points after inspection. This work is being carefully and systematically conducted, and while it entails considerable additional expense, the reduced amount of pilfering and consequent reduction in the number of shortages is sufficient evidence of the utility of this feature of the department work. Evidence is frequently presented to indicate that state seals have been broken, regardless of the severe penalties which the law prescribes; but none of the guilty parties have as yet been apprehended. While the department uses every reasonable effort to aid in the enforcement of the law against breaking or tampering with state seals, and the detection of those who violate it, its responsibility ends with the resealing of such cars, and the safety of the property must necessarily depend upon the vigilance of the railroad companies in whose possession it may be, and the character of the protection which they may furnish.

"The number of leakages discovered by inspectors and sealers the past season is surprisingly small when compared with the large number of cars passing under their supervision. This may also be stated in reference to the number of cars found with doors open or with original seals broken.

"The following statement shows in detail the condition of cars on arrival at Minneapolis, Duluth and St. Paul for season ending Aug. 31, 1895:

	Door with- out seals.	Door seals broken.	Open end Doors.	Open side Doors.	Leaks.	Total num- ber cars.
Great Northern (B. Div.)	19	2	101	10	38	18,676
Great Northern (F. F. Div.)	21	35	148	6	32	9,843
C., M. & St. P.	162	74	108	58	6	18,560
M. & St. Louis	50	14	20	13	7	10,794
Soo	123	50	15	54	14	6,868
Northern Pacific	24	7	30	4	21	8,507
C. St. P. & O.	18	15	5	2	14	10,761
Minnesota Transfer	1					
<b>Total</b>	<b>418</b>	<b>197</b>	<b>427</b>	<b>147</b>	<b>132</b>	<b>84,671</b>
Duluth (since Jan. 1, 1895)						
Northern Pacific	9	6	3	2	1	4,216
Eastern Railway	17	6	24	4	2	13,758
C., St. P., M. & O.	3	7				200
St. P. & Duluth	7	6		4	1	1,307
<b>Total</b>	<b>36</b>	<b>26</b>	<b>27</b>	<b>10</b>	<b>4</b>	<b>19,481</b>
St. Paul—						
All roads	111	12	25	125	11	2,438
<b>Grand total</b>	<b>565</b>	<b>235</b>	<b>497</b>	<b>283</b>	<b>147</b>	<b>106,590</b>

"The above showing is a very favorable one, indicating an improvement of about 60 per cent. in condition of cars on arrival as compared with the record of the preceding year. The number of com-

plaints of shortages in weight were diminished in like ratio."

The number of leaks reported is remarkably small, showing that the shippers of that district must take great care to cooper their cars well. The arrival of 1,245 cars with the doors open or unsealed shows that the shippers of the Northwest are not fully aware of the temptation they are holding out to pilferers by not sealing every door.

The small number of broken seals shows conclusively that the old bands of thieves are pretty well broken up.

There is room for much good work in this line at Chicago, St. Louis and Kansas City. Shortages caused by leaks and thieves have bankrupted many shippers.

## WHEAT PRICES AT DULUTH AND NEW YORK.

The Minnesota State Railroad and Warehouse Commission have recently issued a statement showing market value of No. 1 Hard Wheat at Duluth, on Aug. 1, 1896, as compared with actual scales of 8,000 bushels Duluth No. 1 Hard Wheat on same day at New York f. o. b. steamer for export.

	Cents.
August 1.	
Duluth quotation for No. 1 Hard	59.50
Elevator and inspection charges	85
Lake freight and insurance, Duluth to Buffalo	1.65
Elevator charges and commission at Buffalo	1.00
Canal freight and insurance, Buffalo to New York	3.00
Elevator charges, etc. in New York: Demur- rage, towing, transferring and trimming	2.00

Cost in New York	68.00
August 1 sold in New York, 8,000 bushels Du- luth No. 1 Hard Wheat f. o. b. afloat for ex- port (for 68½ cents)	68.50

Difference . . . . . 50

Showing that on that day the market in New York was about ½ cent above that of Duluth.

## GRAIN SHORTAGES AT MONTREAL.

According to the Trade Bulletin of Montreal the grain receivers and shippers are protesting against the losses they are compelled to suffer by reason of shortages in shipments. Recently "a meeting of the Committee of Management of the Corn Exchange was held to confer with Messrs. J. M. Loud and J. J. Cunningham of the Grand Trunk Railway, and G. M. Bosworth, of the Canadian Pacific regarding the many shortages in grain shipped over these roads. The grievance is of long standing, and members of the grain trade feel that something should be done in order to prevent these losses. The grain men are willing to pay the railway companies one-quarter-cent per bushel for having the grain weighed here in transit; but the railway officials claim that the cost of shunting and elevating would be about \$5 per car, which, of course, is too much in these times of diminished profits. The railway companies are not prepared to assume any responsibilities for these shortages, as it is claimed that whatever quantity of grain is received by them is delivered."

The rail carriers always have and always will claim delivery of all received, although they know it is not so. The grain scattered along their tracks and the thieves frequently detected robbing cars as well as the story told by the scales gives the lie to their claim. Carriers should be required to give a clean bill of lading for all grain received and to deliver every pound or pay for it.

The Charles Bishop Grain Co. of Buchanan, Mich., is offering a Mexican silver dollar per bushel of wheat in lots of 500 bushels or over. Almost any kind of a dollar for a bushel of wheat would be an inducement which not many farmers could resist.

Illinois and Missouri farmers in the vicinity of St. Louis held a meeting recently and agreed to sell no more potatoes until dealers' prices should be increased. July 28 potatoes dropped to 15 cents per bushel, the next day they brought 10 cents, and July 31 5 cents.





C. M. Cole has erected a brewery at Erie, Pa.  
 C. P. Corlett has built a brewery at Washington, Pa.  
 R. Schoenfeld will erect a new brewery at Cuero, Texas.  
 Martin Senn of Louisville, Ky., has erected a brewery.  
 Andrew Roos has built a new brewery at Nebraska City, Neb.  
 Guenther Bros. have erected a brewery at La Porte, Ind.  
 Metzger & Co.'s brewery at Indianapolis, Ind., is completed.  
 Francis Bradley's new brewery at Lilly, Pa., is completed.  
 Lewis House & Sons will erect a brewery at Syracuse, N. Y.  
 Emil G. Kohn has completed a new brewery at La Crosse, Wis.  
 Peterson Bros. have erected a brewery at Perth Amboy, N. J.  
 John Kopp, brewer of Astoria, Ore., will erect a new brewery.  
 Schmidt & Willinger have erected a brewery at Tarentum, Pa.  
 Joseph Endres, brewer of Jersey City, N. J., has a new brewery.  
 Helene Blume has succeeded The Blume Brewing Co. at Huron, S. D.  
 Frank Roemer has succeeded Roemer & Prosbek at New Prague, Minn.  
 Olsen & Anderson's new brewery at Minneapolis, Minn., is completed.  
 The Clearfield Brewing Co. has succeeded M. Wagner at Clearfield, Pa.  
 The Bavarian Star Brewing Co. of New York City has been reorganized.  
 The Florida Brewing Co. has completed its new brewery at Tampa, Fla.  
 Miller & Michael have succeeded John H. Hewell, brewer of Tremont, Pa.  
 The Continental Brewing Co. has succeeded Chas. A. King at Boston, Mass.  
 Bowler Bros. of Worcester, Mass., will erect an addition to their brewery.  
 Benj. Laux has succeeded Peter Laux's brewing business at Louisville, Ky.  
 E. C. Pagenstecher has succeeded John Kirst, brewer of New Castle, Pa.  
 The Union Brewing Co. will build an addition to its brewery at Denver, Colo.  
 The Joseph Wolf Co., Stillwater, Minn., has succeeded Joseph Wolf, brewer.  
 F. R. Gillmann, brewer of Poughkeepsie, N. Y., died recently at the age of 67.  
 A brewery will be built at Mt. Carbon, Pa., by a committee recently organized.  
 The Oland Brewery at Halifax, N. S., which recently burned, will be rebuilt.  
 The Palmetto Brewery at Charleston, S. C., has been sold by order of the court.  
 George Apfel has succeeded to The Kings County Brewing Co. at Brooklyn, N. Y.  
 The Steel Storage and Elevator Construction Co. recently closed a contract with The C. M. Warner Malting Co. of Syracuse, N. Y., for a steel tank

storage elevator to have a capacity of 110,000 bushels.

George Karsch of College Point, L. I., has succeeded The Mutual Brewing Co.

The L. Z. Foerster Brewing Co. has succeeded L. Z. Foerster of Ypsilanti, Mich.

The Baltic Brewing Co. has succeeded The Gallivan Brewing Co. at Philadelphia.

Moenkhaus & Fritch have succeeded Moenkhaus, Fritch & Co. at Huntingburg, Ind.

William Gebhard intends to erect a new brewery at Morris, Ill., at a cost of \$75,000.

The Union Brewing Co.'s plant at Peoria, Ill., is to be converted into an ice factory.

The Theodore Hamm Brewing Co. has succeeded Theodore Hamm at St. Paul, Minn.

John Foerster has succeeded to Adam Foerster's brewing business at Niobrara, Neb.

The Excelsior Brewing Co. has succeeded The Fred Hower Brewing Co. at Brooklyn, N. Y.

A receiver has been appointed for The Hoosick Falls Brewing Co. of Hoosick Falls, N. Y.

The Consumers' Brewing Co. of Washington, D. C., is erecting a brewery at Rosslyn, Va.

The Pilsener Weiss Beer Brewing Co. has succeeded Chas. A. Hummell at St. Louis, Mo.

The O. Van Dyke Brewing Co. of Green Bay, Wis., is erecting an addition to its brewery.

John F. McMahon has succeeded to Charles Kraft's brewing business at Yonkers, N. Y.

The Yoeg Brewing Co. of St. Paul, Minn., has been incorporated with a capital stock of \$70,000.

The Highland Brewing Co. is making extensive additions to its plant at Springfield, Mass.

The Tell City Brewing Co. has been organized at Tell City, Ind., to succeed R. E. Huthsteiner.

The Alley Brewing Co. has been organized at Boston, Mass., to succeed John R. Alley & Sons.

Joseph Walser has built a brewery and will embark in the brewery business at Bandon, Ore.

Hanley & Casey, brewers of Boston, Mass., have organized The Hanley & Casey Brewing Co.

G. Fleckenstein & Son have succeeded G. Fleckenstein, brewer and distiller of Faribault, Minn.

The Martin Mason Brewing Co. has been organized at Hamilton, Ohio, to succeed Martin Mason.

The recently organized Monongahela Brewing Co. has completed its new brewery at Monongahela City, Pa.

W. A. Thistelthwaite will engage in the brewing business at Elco, Pa., where he has erected a brewery.

Storage tanks of large capacity are being added to the Gogebic Range Spring Brewery at Hurley, Wis.

J. McCarthy & Son's brewery at Prescott, Ont., was recently destroyed by fire, entailing a loss of \$30,000.

Pruden & Altherr have formed a partnership at Dayton, Ohio, to operate Otto Euchenhoefer's ale brewery.

Anthony Yoerg, who built and operated the first brewery in St. Paul, Minn., died recently at an advanced age.

L. G. Bohmrich has begun a suit against the M. H. Pettit Malting Company of Kenosha, Wis., to compel the issue to him of \$5,000 paid-up stock. He

says that the company offered him, to retain his services, stock to the amount of \$5,000.

Lieber's brewery at Indianapolis, Ind., was damaged by fire July 14 to the extent of \$135,000. It was insured.

John Kaltenmeier has succeeded Joseph Kaltenmeier in the brewing business at Southfields, Staten Island, N. Y.

Kenny & Blum, brewers of Wheeling, W. Va., have dissolved partnership, and John J. Kelley will continue the business.

The Chicago Pneumatic Malting Co. recently sustained damage by fire to the amount of \$2,000, on its plant at Chicago.

The Sebewaing Brewing Co. of Sebewaing, Mich., whose plant was destroyed by fire some time ago, will erect a brewery.

Kersenbrock & Mack, brewers of Columbus, Neb., have dissolved partnership, J. H. Kersenbrock continuing the business.

The Yankton Brewing Association of Yankton, S. D., has been dissolved, and Broder B. Moss will continue the business.

Joseph Schmucker of New Ulm, Minn., will erect a brewery to take the place of the one destroyed by fire some time ago.

The Germania Brewing Co. of Philadelphia, Pa., is making large additions to its brewery and will install new machinery.

The brewing firm of V. & J. Fitzner of Brownsville, Minn., has been dissolved, Valentine Fitzner continuing the business.

Warninger & Houthmaker have engaged in the brewing business at La Crosse, Wis., where they have erected a brewery.

A brewery is to be erected at Indianapolis, Ind., by The P. Lieber Brewing Co. to take the place of the one destroyed by fire.

The Jung Brewing Co., which was recently incorporated at Milwaukee, will operate The J. Obermann Brewery Co.'s plant.

On July 22, 150 acres of barley were destroyed by fire at Chico, Cal., causing a loss of \$2,000. It was covered by insurance.

The Worcester Brewing Co., recently incorporated at Worcester, Mass., to erect and operate a brewery, has a capital stock of \$300,000.

One of the walls of Theo. Buselmeier's brewery at Pine City, Minn., fell out recently, heavy rains having undermined the foundation.

The Robert Smith India Pale Ale Co. of Philadelphia, which had been in existence since 1773, recently went into the hands of a receiver.

Fred. H. Gottlieb, Sol. Strauss and G. Frank Gibney have been appointed the Barley Committee of the Chamber of Commerce of Baltimore, Md.

The Pank-Weinmann Brewing Co. has been incorporated at New Albany, Ind., with a capital stock of \$75,000, and will continue the business of Paul Pohl.

L. H. Clark's Western Malt House at Kingston, Ont., which contained several thousand bushels of grain, was destroyed by fire July 14 at a loss of \$10,000.

The J. D. Iler Brewing Co. has been incorporated at Kansas City, Mo., with a capital stock of \$200,000, to operate J. D. Iler's Rochester Brewery at Kansas City.

John and Louis Heimrich, formerly of The Seattle Brewing & Malting Co., may establish a brewery at Aberdeen, Wash., where a site and building material will be donated.

The addition to Albert Schwill & Co.'s malt house at South Chicago is now under construction. The firm is having plans prepared for a similar addition to its plant at Cincinnati.

The Lion Brewing Co. of Baltimore, Md., has taken possession of The Somerville Brewing Co.'s plant at that place, certain legal obstructions to the consummation of the sale having been removed.

The Pœnix Brewing Co., which was recently incorporated at Chicago, will reconstruct and operate the former Chicago Malt and Grain Co.'s plant,



which has been operated during the past two years by Albert Schwill & Co.

The Maritime Brewing & Malting Co. of Dartmouth, N. S., is rebuilding the brewery recently destroyed by fire.

Amrhein Bros. is a new brewing firm at Philadelphia, Pa., which has succeeded to the business of Amrhein & Hoch.

The Norton Brewing Co. has been incorporated at Anderson, Ind., with a capital stock of \$100,000, to succeed T. M. Norton.

John Meyer, formerly of Chicago, Ill., has bought The Paul Reising Brewing Co.'s property at New Albany, Ind., and is continuing the business under the same firm name.

According to the last report of the Bureau of Statistics barley malt aggregating 728 bushels, valued at \$576, was imported in June, against 1,444 bushels, valued at \$1,288, imported in June, 1895; and during the year ending June 30 barley malt aggregating 5,579 bushels, valued at \$4,774, was imported, against 11,069 bushels, valued at \$7,495, imported in the same time in 1894-95. One bushel of imported barley malt was exported in June, none in June, 1895, one bushel during the year ending June 30, and 259 bushels in the year ending June 30, 1895.

### IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

According to the last report of the Bureau of Statistics, the total value of breadstuffs imported in June was \$130,909, against \$82,335 for June, 1895; and the valuation of imports during the year ending June 30 was \$2,780,814, against \$2,859,813 for the same time of 1894-95.

Barley amounting to 4 bushels was imported in June, against 5,146 bushels in June, 1895; and during the year ending June 30 837,484 bushels were imported, against 2,116,816 bushels imported in the same time in 1894-95.

Corn aggregating 68 bushels was imported in June, against 3,636 bushels in June, 1895; and during the year ending June 30 4,338 bushels were imported, against 16,575 bushels imported in the same time in 1894-95.

Oats amounting to 2,027 bushels were imported in June, against 518 bushels in June, 1895; and during the year ending June 30 47,338 bushels were imported, against 308,308 bushels imported in the same time of 1894-95.

Wheat amounting to 85,406 bushels was imported in June, against 34,543 bushels in June, 1895; and during the year ending June 30 2,110,030 bushels were imported, against 1,429,993 bushels imported in the same time of 1894-95.

There was no rye imported in June, against 78 bushels imported in June, 1895; and during the year ending June 30 154 bushels were imported, against 12,918 bushels imported in the same time in 1894-95.

Of imported breadstuffs we exported an amount valued at \$56,495 in June, against \$138,586 for June, 1895; and during the year ending June 30 exportations were valued at \$1,575,913, against an amount valued at \$362,890 exported during the same time of 1894-95.

Of imported barley none was exported in June, 1896 or 1895; and during the year ending June 30 178 bushels were exported, against 10,272 bushels exported in the same time in 1894-95.

Of imported oats none were exported in June, 1896 or 1895; and during the year ending June 30 27,255 bushels were exported, against none exported in the same time of 1894-95.

Of imported wheat 84,633 bushels were exported in June, against 230,603 bushels exported in June, 1895; and during the year ending June 30 2,361,414 bushels were exported, against 548,792 bushels exported in the same time in 1894-95.

A. L. Kemp was arrested at Chicago recently for stealing grain from a car on the Wabash tracks. He was held to the Criminal Court on a charge of grand larceny.

## ...Points and Figures...

The organization of a national association of grain dealers would in no way interfere with the work of the state and district associations.

At a recent meeting of the Paris Academy of Sciences M. Balland presented a memoir describing an analysis of a sample of rice over a century old. He found the rice only slightly deficient in fat.

The Memphis and Missonri Pacific Railroads have made a rate of 10 cents on corn, and 12 cents on wheat from Kansas City to New Orleans, a cut so nearly unprecedented that grain men could hardly believe it.

The Board of Trade firm of Schwartz, Dupee & Co. is made defendant in a damage suit for \$10,000 recently begun in the Circuit Court at Chicago by Philip Wirth. The plaintiff was formerly a bookkeeper for the Conrad Seipp Brewing Company, but he lost his position and ascribed this to the defendant concern.

It seems that some sections of Iowa have a superabundance of bucket shops. There are offices at Boone, Jefferson, Webster City, Marshalltown, Carroll and Missouri Valley. It is stated that fully half the patrons of these places are farmers, and that several good farms have gone to Chicago via this route. Perhaps there will always be bucket shops while there are suckers to maintain them.

S. K. Yundt has entered suit against A. M. Garber of Salunga, Pa., to recover \$402.55, which he alleges is due him on a transaction in grain. Mr. Yundt claims that he bought for Mr. Garber 3,000 bushels of wheat and 1,000 bushels of oats for July delivery; that, the grain having declined in price, Mr. Garber refused to receive the certificates, and that the wheat and oats were then sold for the best price obtainable, at a loss of \$402.55.

The Southern Pacific and San Joaquin Valley Railroads have been busily cutting rates on grain during the past month, making reductions of 5 to 15 cents per ton from different points to Port Costa, San Francisco and Stockton. Switching charges of 15 cents per ton at Stockton have been abolished by both lines, and the Western classification has been adopted. However, it will take considerable competition to get prices down to a reasonable figure.

Assumpsit proceedings were recently begun in the Superior Court at Chicago by R. W. Dunham & Co. to recover \$100,000 from Edward W. Dennis. The defendant was formerly a partner in the Board of Trade firm of R. W. Dunham & Co. Five years ago the partnership was dissolved, Dennis leaving the firm. The complainant alleges that at the time of dissolution of partnership Dennis owed the firm \$70,000. This amount, with the accrued interest, amounts to about \$100,000, and is the amount now sued for.

We want to explain to shippers of wheat to this market that a wide contrast exists between the quality, and, of course, in the price of the low grades. No. 4, Rejected and No Grade sell by sample on their merits, as will be seen from our quotations. For example: Wheat grading No. 1 or No. 2 Rejected will vary in quality several cents per bushel, and dealers must not be disappointed. The wheat is sold for all it will bring, but the quality of the same grade is by no means uniform. Indeed, there is no market but Toledo where such wheat can be sold for what it is worth.—Toledo Market Report.

Grain men of Kansas City, Mo., indignantly deny a report that Connelman & Co., George E. Thayer & Co., A. D. Johnson and others had recently made profits aggregating \$150,000 by handling corn for Chicago and St. Louis exporters. The report is pronounced not only false, but likely to prejudice country shippers against trading with Kansas City firms, as corn is lower than it has been for years. The profits to the commission dealers have not averaged over one-half cent per bushel. A committee of the Board of Trade requested the newspaper giving publicity to the report to make a correction.

## WANTS REPORTS FROM ELEVATORS.

In concluding his annual report the Statistician of the Interstate Commerce Commission renews his recommendations that reports be required from express companies engaged in interstate traffic, from all corporations, companies, or persons owning rolling stock which is used in interstate commerce, as also all corporations, companies, or persons owning depot property, stock yards, elevators, and the like, and from all carriers by water whose business influences interstate traffic. The further recommendation is made that Congress be requested to provide for a bureau of statistics and accounts, which shall have the right of inspection and control over the accounting departments of the common carriers.

It might be possible to require the operators of public elevators to file reports, but the Commission would meet with a lot of trouble when it attempted to compel the operators of private elevators to file reports. The only excuse for requiring these reports would be that the elevator men were ostensibly the authorized agents of the rail carriers for the receipt of bulk grain for shipment. When this service rendered by the elevator men is recognized by the courts they may be able to collect for it. The elevator men have never worked very hard to secure compensation for this service and principally for this reason they are still doing the work gratuitously, although several traffic managers have recognized the justice of paying every country elevator man for each 100 pounds of grain loaded into cars.

## SCREENINGS.

He—"Awfully dull in the wheat pit to-day."

She—"Why don't they mark it down and have a bargain sale?"

"You are very much behind in your work," Mr. Adder, said the grain merchant to his bookkeeper.

"I know it, sir," said Mr. Adder, meekly; "but my corns hurt me so I couldn't foot up these columns to save my life."

Marie—"Jack says that new young man who comes to see you speculates in grain. What is he, a bull or a bear?"

Annette—"Well, I don't know yet; but he has some of a bear's proclivities."

"If ever I get hold of Binks I'll thrash him so that his own mother wouldn't recognize him."

"What's the matter?"

"He's been slandering me. He says that I beat him out of \$5 in a poker game."

"Not at all. I heard the remark myself."

"Then what did he say?"

"He said that you beat him out of \$5,000 in a wheat deal."

"Oh, well; then I suppose it's all right. I could hardly believe that he was the kind of man who would go around telling stories that reflected on my honesty."

A gentleman from London was staying for a few days in a little village in Kent, when one of the farmers invited him to accompany him around his farm, which he gladly consented to do, amusing himself with asking all sorts of questions, which the farmer answered in a way to interest his companion to the very best of his ability.

Coming into a field of wheat just ready for cutting, the gentleman said:

"What's this?"

"Wheat!" the farmer replied, "and a good crop too," when he received the answer:

"What a fool you must be to let it run to seed like this."

The railroads are having a hard time to supply the demand for cars in Central Kansas. This year's crop promises an enormous yield, and with the recent reduction in rates has caused farmers to rush to market the great quantities of old corn on hand. At Hutchinson, McPherson and other point corn is piled up on the ground awaiting cars for shipment.



## Late Patents

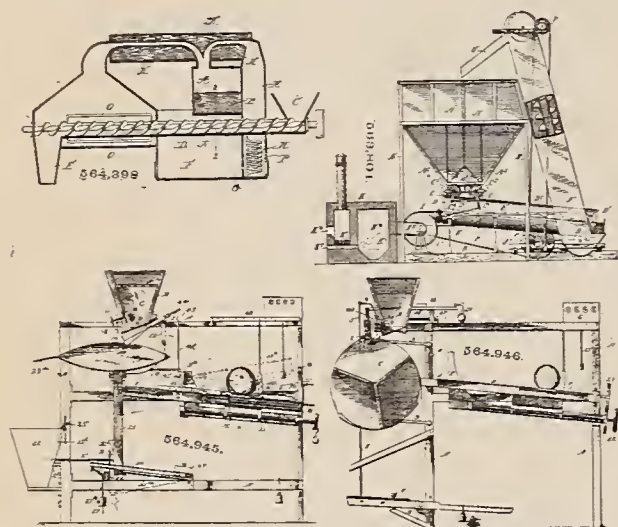
Issued on July 1, 1896.

Gas Engine.—Hubert C. Baker, Hartford, Conn. No. 563,249. Serial No. 559,593. Filed Aug. 17, 1895.

Baling Press.—John M. Bishop, Huntsville, Ala. No. 563,441. Serial No. 563,571. Filed Sept. 25, 1895.

Baling Press.—Allen L. Cox, Wise, Ala. No. 563,451. Serial No. 543,477. Filed March 28, 1895.

Gas or Oil Engine.—Paul A. N. Winand, Philadelphia, Pa., assignor to Schumm & Co., same place. No. 563,535. Serial No. 570,707. Filed June 26, 1893. Renewed Nov. 30, 1895.



Vaporizer for Oil Engines.—Isaac F. Allman, Jersey City, N. J. No. 563,541. Serial No. 562,934. Filed Sept. 19, 1895.

Baling Press.—Benjamin F. Alter, Russiaville, Ind. No. 563,543. Serial No. 562,992. Filed Sept. 19, 1895.

Gas or Oil Engine.—Allen W. Bodell, Chicago, Ill. No. 563,548. Serial No. 545,719. Filed April 15, 1895.

Cotton Seed Delinter.—Robt. R. Boyd, Memphis, Tenn. No. 563,647. Serial No. 576,867. Filed Jan. 25, 1896.

Gas, Oil or Vapor Engine.—Frank S. Mead, Montreal, Canada. No. 563,670. Serial No. 520,796. Filed Aug. 20, 1894.

Issued on July 14, 1896.

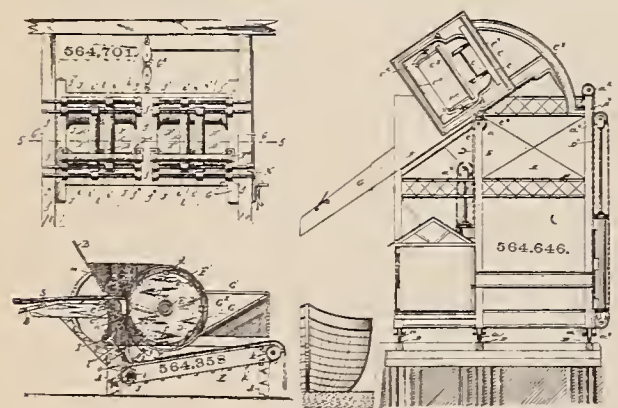
Method of and Apparatus for Drying Coffee.—Augusto F. Ramos, St. Paulo, Brazil, assignor to the Ramos Dryer Co., Syracuse, N. Y. No. 563,801. Serial No. 574,592. Filed Jan. 7, 1896. See cut.

Horse Power.—James W. Storey, Wesson, Miss., assignor of one-half to Brown Ford, same place. No. 564,119. Serial No. 576,190. Filed Jan. 20, 1896.

Issued on July 21, 1896.

Electric Igniter for Gas Engines.—Louis M. Bourgeois, Jr., New Orleans, La. No. 564,182. Serial No. 552,011. Filed June 7, 1895.

Flax Brake.—Albert Angell, West Orange, N. J. No. 564,358. Serial No. 565,931. Filed Oct. 17, 1895.



Process for Removing Smut from Wheat, etc.—James S. Templeton, Chicago, Ill. No. 564,398. Serial No. 562,702. Filed Sept. 16, 1895. See cut.

Grain Cleaner.—John C. Welling, Crisp, Mich. No. 564,491. Serial No. 582,188. Filed March 7, 1896.

Oil Engine.—George J. Altham, Swansea, Mass. No. 564,576. Serial No. 576,771. Filed Jan. 25, 1896.

Oil Engine.—George J. Altham, Swansea, Mass. No. 564,577. Serial No. 592,550. Filed May 22, 1896.

Issued on July 28, 1896.

Gas Engine.—Andrew J. Pierce, Racine, Wis. No. 564,643. Serial No. 476,900. Filed June 7, 1893.

Internal Combustion Engine.—John Saltar, Jr., Chicago, Ill., assignor to The Otto Gas Engine

Works, Philadelphia, Pa. No. 564,766. Serial No. 569,080. Filed Nov. 15, 1895.

Hoisting and Unloading Railroad Cars.—Peter Rasch, Cleveland, Ohio. No. 564,646. Serial No. 562,038. Filed Sept. 10, 1895. See cut.

Igniting Device for Gas Engines.—Andrew J. Pierce, Racine, Wis. No. 564,642. Serial No. 475,762. Filed May 27, 1893.

Igniter for Explosive Engines.—Thomas G. Cantrell, San Francisco, Cal. No. 564,737. Serial No. 587,579. Filed April 15, 1896.

Guide for Tackle of Grain Elevators.—Carlton T. Ladd, Buffalo, N. Y. No. 564,701. Serial No. 525,547. Filed Oct. 11, 1894. See cut.

Gas or Oil Engine.—Hadwen Swain, San Francisco, Cal. No. 564,769. Serial No. 545,906. Filed April 16, 1895.

Weighing Apparatus.—Benjamin Simons, Charleston, S. C. No. 564,945. Serial No. 556,412. Filed July 18, 1895. See cut.

Automatic Weighing Machine.—Benjamin Simons, Charleston, S. C. No. 564,946. Serial No. 556,616. Filed July 20, 1895. See cut.

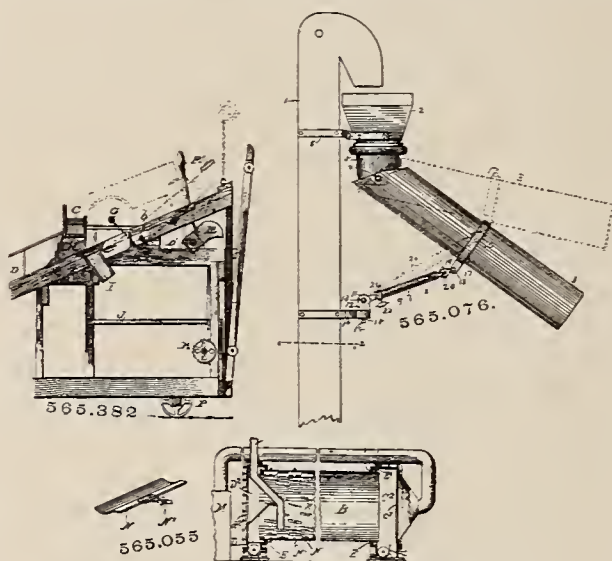
Issued on August 4, 1896.

Gas or Oil Engine.—Joseph Robison, Greenbush, N. Y. No. 565,033. Serial No. 526,794. Filed Oct. 24, 1894.

Grain Drier.—John E. Turney, Oak Park, Ill., assignor to the United States Grain Drier Co., Chicago, Ill. No. 565,055. Serial No. 491,426. Filed Nov. 20, 1893. See illustration.

Conveyor and distributor.—John F. Dornfeld, Chicago, Ill. No. 565,067. Serial No. 524,983. Filed Oct. 5, 1894.

Combined Grain Elevator and Conveyor.—James R. Harrison, Peoria, Ill., assignor to Selby, Starr & Co., same place. No. 565,076. Serial No. 585,594. Filed March 31, 1896. See illustration.



Baling Press.—Thomas H. Killingsworth, Waco, Texas. No. 565,081. Serial No. 566,368. Filed Oct. 21, 1895.

Platform Scale.—Herman Schuster, Silver Creek, Neb. No. 565,122. Serial No. 559,384. Filed Aug. 15, 1895.

Weighing Machine.—Francis H. Richards, Hartford, Conn. No. 565,219. Serial No. 563,500. Filed Sept. 24, 1895. Also, No. 565,220; serial No. 564,307, filed Oct. 1, 1895; No. 565,221, serial No. 571,523, filed Dec. 9, 1895; No. 565,222, serial No. 580,392, filed Feb. 24, 1896; No. 565,223, serial No. 580,689, filed Feb. 25, 1896; No. 565,224, serial No. 580,806, filed Feb. 26, 1896; No. 565,225, serial No. 581,266, filed Feb. 29, 1896; No. 565,226, serial No. 581,732, filed March 4, 1896.

Weighing Machine Housing.—Francis H. Richards, Hartford, Conn. No. 565,227. Serial No. 583,738. Filed March 18, 1896.

Weighing Machine.—Francis H. Richards, Hartford, Conn. No. 565,229. Serial No. 587,770. Filed April 16, 1896.

Conveyor.—James M. Dodge, Philadelphia, Pa., assignor to The Link Belt Engineering Co., same place. No. 565,334. Serial No. 596,616. Filed June 23, 1896.

Portable Elevator.—John F. Fairman, Axtel, Neb. No. 565,382. Serial No. 575,417. Filed Jan. 14, 1896. See cut.

Issued on August 11, 1896.

Scale Beam.—William H. Stewart, Kansas City, Kan., assignor to Benj. H. Barr, Kansas City, Mo. No. 565,519. Serial No. 563,343. Filed Sept. 23, 1895.

Baling Press.—Alfred Barrett, Puyallup, Wash., assignor of one-half to Loyal W. Hill and Geo. W.

Edgerton, same place. No. 565,666. Serial No. 551,224. Filed May 31, 1895.

Feed Mill.—Frank Philip, Stockport, N. Y. No. 565,690. Serial No. 344,068. Filed March 15, 1890.

Pea Huller and Separator.—Rolie M. Cheek and Mitchell G. Logan, Tropic, Ga. No. 565,724. Serial No. 558,386. Filed Aug. 6, 1895.

Gas or Vapor Engine.—Ransom E. Olds and Madison F. Bates, Lansing, Mich.; said Bates assignor to The P. F. Olds & Son, same place. No. 565,786. Serial No. 560,381. Filed Aug. 24, 1895.

### \$1 A BUSHEL FOR WHEAT.

W. P. Crenshaw, of Chicago, recently made the following offer through a Chicago daily:

To any farmer who will deliver in elevator in Chicago wheat of grade No. 2 Red or No. 2 Northern I will pay for the same \$1 per bushel, the dollar to be the silver dollar now issued under free coinage by the Mexican government, and which contains more pure silver than the silver dollar proposed to be coined by the United States in event of the enactment of the free coinage measure advocated by the late Chicago convention.

Farmers who believe a free coinage measure will actually be enacted and who believe that the dollars coined under such a system will purchase as much as our present dollars—which are based on a gold standard—can by this offer receive \$1 per bushel for their wheat now and save storage charges, while waiting for Bryan's election.

### CORN MEN UP IN ARMS.

The producers of corn held a convention recently and protested against the discrimination made by elevator owners and others against corn producers. They say that whereas two years ago, elevator owners and others were glad to exchange wheat certificates for corn certificates, and now it requires a certificate of about two bushels of corn to get one of wheat, an injustice has been perpetrated on a large class of the American people, and they demand that legislation be enacted making corn and wheat receipts negotiable at equal values, irrespective of what any foreign country may do. "That we who have grown to 70,000,000 people are not less independent than our forefathers of 1776."

"Having behind us the commercial interests and the laboring interests and all the toiling masses, we shall answer their demands for wheat in preference to corn by saying to them 'you shall not press down on the brow of labor this crown of wheat straw. You shall not crucify mankind upon a cross of flour barrels.'"—Duluth Commercial Record.

### A BOATLOAD OF GRAIN IN NEW YORK.

The members of the steamship trade of the New York Produce Exchange held a meeting recently to consider changes in the steamship rules which would make them conform with the rules adopted by the grain committee of the Exchange. It was decided to amend the first rule to provide as follows:

"First—Grain, when engaged by the boatload, shall be understood to mean 8,000 bushels of wheat, 2,500 bushels of corn or rye, 10,000 bushels of barley, oats or buckwheat, and 8,500 bushels of flaxseed, 5 per cent. more or less. The same rule to apply when grain is from store."

It was also proposed to add a new paragraph as follows:

"Fifth—In the absence of special agreement steamers shall be entitled to 48 hours, Sundays and holidays excepted, for discharging grain, time to count from the time the grain gets alongside, but not prior to the time called for, and if not delivered alongside within 24 hours of the time stipulated in the call, the shippers to be responsible to steamer for the consequences."

The latter amendment was referred to a committee of six, consisting of two exporters, two receivers and two steamship men. They will report at a subsequent meeting of the trade.



## Fires - Casualties

Richard Threlfell, grain dealer at Oakdale, Cal., suffered a loss by fire recently.

Haslach & Kahn, grain dealers of Oakdale, Cal., recently sustained a loss by fire.

J. D. Sheppard, in the grain business at Shelbyville, Tenn., sustained a loss by fire recently.

Eggleston & Spaulding's elevator at Garber, Ill., was blown off its foundation during a heavy storm August 4.

John Neeland, a grain inspector of Chicago, Ill., was overcome August 10 by the heat and expired in the hospital.

John F. Warner, dealer in hay at Taylorville, Ill., has been declared insane, and it is not expected that he will live long.

Campbell, Thomas & Co.'s elevator at Frankfort, Ind., was damaged by fire July 27, together with a quantity of grain. Loss \$8,000.

L. C. Fleming's elevator at Sullivan, Ill., was destroyed by fire recently, together with considerable grain. A small insurance was carried.

Sency's elevator and feed mill at Marcellus, Mich., was destroyed by fire July 18, together with considerable grain, etc. Loss \$2,500; insurance \$1,600.

H. G. Epps' elevator, cribs, lumber yards and residence, besides 20,000 bushels of grain, were destroyed by fire at 6 p. m., August 5. The loss is \$15,000.

S. L. Doran's granary at Park Rapids, Minn., was struck by lightning August 7. One end was knocked out and about 2,000 bushels of grain poured onto the ground.

Rudolph Solomon, president and treasurer of the Ernst Solomon Co., grain commission merchants of Milwaukee, Wis., was instantly killed on August 8 by lightning.

The Central Milling Co.'s elevator and storehouse at Niagara Falls, N. Y., were destroyed by fire July 30, and a quantity of grain and flour was burned. Loss \$100,000.

Chas. Linxweller's barn near Hillsboro, Ill., was burned August 8, together with 10 tons of hay and a large quantity of oats and wheat. Loss \$1,200; insurance \$50.

The Planters' Rice Mills Co.'s rice mill at Savannah, Ga., was destroyed by fire early on the morning of July 24, together with 70,000 bushels of rice. Loss \$85,000; insured.

The elevator at Harlan, Iowa, operated by Sims & Houghton, was recently destroyed by fire, together with 1,000 bushels of grain. There was no insurance on building or contents.

Arends & Moritz's elevator at Sibley, Iowa, was burned on the night of July 16, about three cars of grain being destroyed. The loss is \$3,500; insurance \$2,500. Partially insured.

Hamilton & Rourke's grain warehouse at Walla Walla, Wash., was recently twice set on fire by incendiaries, but each time the fire was discovered before much damage was done.

The Missoula Mercantile Co.'s grain and hay warehouse at Missoula, Mont., which was in course of construction, was burned recently at a loss of \$400. It was insured for a small amount.

It is said that nearly a thousand acres of standing grain in the country east of Stockton, Cal., have been destroyed by fire. The loss is estimated at \$10,000. Most of the wheat was insured.

C. S. Brent & Bros', grain and seed warehouse at Paris, Ky., was destroyed by fire on the night of July 20, together with 12,000 bushels of seed. The loss is estimated at \$25,000; insurance \$18,000.

Irving King, an employe of The Northwestern Grain Co. at Rolfe, Iowa, recently suffered a painful accident. While shelling corn his hand was caught in a chain in the sheller and carried into a cog wheel, crushing his fingers.

Pierce Bros', elevator at Cole, Ill., was burned July 17, and it is supposed that the fire caught from sparks from a passing locomotive. Considerable grain was destroyed. The property was partially covered by insurance.

Fleming, Shuman & Scroggins' elevator at Sullivan, Ill., was destroyed by fire August 1, together with considerable grain. The loss was partially covered by an insurance of \$3,200 on the building and \$500 on the grain.

The Johnson-Highman Co.'s elevator at Mt. Vernon, Ind., containing a quantity of grain, was destroyed by fire at 4 a. m., July 17. A corn crib near the elevator contained 6,000 bushels of corn, which was badly damaged by fire and water. The

loss is estimated at \$3,000; insurance \$2,400. There had been no fire in the elevator, and incendiarism is suspected.

Rines & Co.'s warehouse at Princeton, Minn., which contained 100 tons of starch, was burned July 26. Loss \$8,000, partially insured.

E. W. Hall, grain dealer of Aurora, Iowa, was run over by a train at Dubuque August 3. One leg was so badly crushed that it had to be amputated, and he received other painful injuries, which his friends hope may not prove fatal.

A portion of A. Moorehouse's elevator at Glidden, Iowa, containing 40,000 bushels of oats, collapsed July 26. It is well to contract with a reliable company to build an elevator, for country barn builders know little of the strains an elevator is subjected to.

Antone Globky, a carpenter in the employ of The H. J. O'Neill Grain Co., fell from the top of a grain bin where he was working at Stewartville, Minn., July 31, and received injuries from which he died a few hours later. It is supposed he was overcome by the heat.

J. L. Snyder, of the firm of Snyder & Donovan, grain dealers of East Lynn, Ill., was severely and perhaps fatally injured July 14 while working in a bin in his elevator. He fell from a height of 20 feet, struck an iron rod, and from there fell to the floor, 10 feet below.

John Ell & Co.'s elevator at Eureka, S. D., was burned at 11 p. m., July 20, together with an adjoining flat house, and 600 bushels of flaxseed and 500 bushels of wheat. Loss on the elevator and contents \$7,000; fully insured. The loss on the warehouse was \$2,000. The origin of the fire is unknown.

J. M. Neer, manager of John Boles' elevator at Westerville, Ohio, writes us that the elevator was completely destroyed by fire early on the morning of August 8, together with considerable grain. Loss \$3,500 to \$4,000; insurance \$2,000. Mr. Boles will probably rebuild and continue his grain business at that point.

A. C. Johnston's elevator at Joliet, Ill., which burned July 12, causing a loss of \$2,500, was insured for \$1,800. He carried on a feed business at the elevator, and the stock destroyed consisted of 5 tons of baled hay, 6 tons of straw, and 400 bushels of shelled corn. There was an insurance of \$150 on the barn, and on an electric motor which was destroyed there was an insurance of \$200.

A wheat storage bin on the fifth floor of the Regina Mill at St. Louis, Mo., gave way on the afternoon of July 31 and 5,000 bushels of wheat went through to the basement. Seven men were buried under the grain, and when they were dug out it was found that one of them, Henry Schmacher, was dead, and others more or less injured. The loss will be heavy, as the damage to the building was considerable.

A 12-year-old boy was resting in the rear of Brooks Bros' elevator at Hillsboro, N. D., July 20, when he was caught in the shafting which transmits power from the engine house to the elevator. The shaft is some 20 feet long, and was revolving at the rate of 160 times per minute. The boy was carried around for some time, until the engineer could stop the engine. When released his head was badly cut in several places, and his legs, which struck the ground with great force at each revolution, were both broken in several places, one being almost whipped to pieces. After amputating one leg the physicians thought the boy had a chance for recovery.

### CONTRACTING GRAIN AHEAD.

Circulars are being sent to farmers by Milwaukee grain commission men, suggesting that they hold grain as long as possible, to insure better prices. The fact is that there is still a very large amount of last year's wheat in possession of the farmers, and prospects are that there will be a great surplus and the market will be stagnated.

A representative of a leading agricultural implement house in Milwaukee, who has just returned from a business trip to the West, states that a large number of Iowa farmers have already contracted at elevators to deliver their oat crop of '96 at 10 cents per bushel, preferring to contract in advance at that low price than to run the risk of being compelled to take less when the crop is ready to be delivered. If Iowa farmers are making such contracts, what is to be expected of the rest of the grain section? naturally asked the dealer.—Milwaukee Evening Wisconsin.

If you have any opinions regarding the organization of a national association of grain dealers, send them to us for publication.

## Trade Notes

Have you got a good thing?  
Let the people know it.  
Do not keep it to yourself;  
Advertise and show it.  
Bait your hook with printer's ink  
And throw it!

J. F. Zahn & Co. of Toledo, Ohio, have issued a pictorial card in which a magnanimous bull mounted on a bicycle is sent backward or forward, as desired.

The Krueger Rawhide Belting Co. has been incorporated at Chicago, with a capital stock of \$50,000, by Alfred Krueger, B. L. Anderson, Henry Eckhardt and George Williams.

The S. Howes Co. of Silver Creek, N. Y., writes us that its business is keeping up first rate, and that the company has all it can do. Two No. 8 clipper were recently sold to go to Peoria.

Moore & Lorenz of Chicago, Ill., besides the recent increase of the floor space at their works, have been constantly increasing their working force for some time, in order to fill their contracts.

The B. S. Constant Co. of Bloomington, Ill., writes us: "There are prospects for a good fall trade. We are getting several inquiries as a result of our advertisement in the 'American Elevator and Grain Trade,' and realize that it is doing us good."

The Robert Aitchison Perforated Metal Co. of Chicago is receiving inquiries for its goods from all sections of the country. The company recently closed a contract for a considerable quantity of perforated steel for a new malt house to be erected in the East.

The Howes Grain Cleaner Co. of Silver Creek, N. Y., write us: "Our Invincible machines are taking very nicely all over the country. The large sale shows that a good machine will be supported every time when its worth is proved, as that of the Invincibles has been."

The Webster Mfg. Co. of Chicago recently dismissed its 225 employes at 4 o'clock in the afternoon in order to give them an opportunity to listen to an exposition of honest financial theories by Judge L. D. Thoman. Mr. F. K. Webster, president of the company, is the originator of this plan of instruction.

The Link-Belt Machinery Co. of Chicago has been running night and day for the past three months. It has on hand at present a number of large contracts for coal conveying machinery, including the order of Cox & Bros. for elevating and conveying machinery for their new coal docks on the North Branch of the Chicago River, Chicago.

The Witte Iron Works Co. of Kansas City, Mo., manufacturers of the Witte Gas and Gasoline Engines, writes us: "We have recently shipped three engines to Colorado, eight to Kansas, one to Nebraska, three to Missouri, and one to California. Sales are picking up with us, and unless something unforeseen turns up the fall of 1896 will see a better gas engine business than ever before."

There is something of a car famine in Iowa on account of heavy shipments of grain at the reduced rates, and notwithstanding the fact that a great deal of grain is being held for better prices.

Joaquin Iverson has begun suit against The Globe Elevator Co. of Superior, Wis., for \$2,000 for injuries received while at work in the elevator. He alleges that he fell through a hole in the floor and broke some of his ribs.

The Joint Traffic Association has authorized a rate of 7½ cents per bushel on ex-lake corn, in carloads, at and east of Lake Erie ports to Boston and New England points. This rate is to expire September 15, unless sooner changed.

We are indebted to Bloom Sons of New Orleans, La., for a sample of choice new rice. They write that the first rice received this year is the handsomest lot of new rice received in the way of first arrivals for many seasons.





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## MITCHELL BROS. COMPANY

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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., AUGUST 15, 1896.

## RELEASING RAILROADS FROM LIABILITY FOR FIRES.

The effort of the railroad companies to escape liability for damages caused by locomotive sparks to elevators built on right of way, by inserting a clause in the lease of ground providing for their release from such liability, should be vigorously opposed by every elevator man who occupies railroad ground. In most cases the illegal clause was inserted long after the elevator was built, hence the elevator man is almost helpless, and must accept, or buy ground elsewhere, move his elevator and build a switch to it.

The clause is not equitable, as the elevator man receives nothing additional in return for accepting a lease containing the new clause; in fact, the ground rent has in many cases been advanced since the insertion of this clause. He has the option of refusing to accept and moving his elevator, but it virtually amounts to his refusal to do business, as the expense would be forbidding.

He is almost as helpless in the matter as he would be were the one carrier at his station to offer him a bill of lading containing a clause relieving it from all liability for damage to or loss of any or all grain received for shipment. He would accept in either case. In the latter the carrier would not be able to escape its common law liability regardless of any provisions it might place in its bills of lading, and it does not seem just that it should be able to escape liability in the case of the lease.

To release the railroad company from liability to any property owner will only encourage it to be careless and not to take the precautions necessary to insure the safety of surrounding property. It might be pointed out that in case

fire was communicated from an elevator fired by a locomotive spark, the owner of the property destroyed could sue the railroad company and get damages, as the clause in the lease would not relieve the company from liability for such damage. The loss is not one that can be easily measured and the loss due to suspension of business, inconvenience, worry and extra work is hardly measurable in dollars. If it were no merchant would willingly make the exchange at a fair valuation.

Again, it might be argued that the railroad companies are just as careful, if not more so, to avoid starting fires than they were before the lease clause was inserted, but nevertheless the fire insurance companies recognize this clause as licensing the railroad companies to be careless and charge fifty cents a thousand extra when they learn of its existence. Some companies will not insure elevator risks so endangered, and hence all elevator insurance costs more than it would otherwise. If the elevator men will unite and make a stand against this clause they can prevent its insertion and reduce the cost of their insurance.

## CONTRIBUTING CAUSES OF LOW GRAIN PRICES.

Only one fact regarding low prices for grain is undisputed, and that is simply that prices are low. As to the cause or causes that have led to the cheapening of staple agricultural products, opinion varies widely. We have no wish to controvert any of these opinions nor to advocate this or that panacea as a cure for depressed prices. But it is well to remember that a variety of causes usually contribute to every far-reaching result, for the reason that human society is complex. And it is simply our wish to call attention to some of the factors contributing to low prices, whose influence is undeniable. Whether they account fully for all the decrease in prices, we shall not assume to say, but no reasonable man will exclude them from the account altogether.

The vastly increased area of grain production comes first, though this has been rendered possible only by improved, quickened and cheapened transportation. New empires have been opened up in our own country whose production of grain almost equals that of the entire country a third of a century ago. Compare the wheat crop of 1871, for instance, which was 230,000,000 bushels, with that of 1891, twenty years later, which the best authorities agree was 675,000,000 bushels. Here is an increase of nearly 300 per cent. With corn the figures stand 991,000,000 bushels for 1871 and 2,060,000,000 bushels for 1891. With oats, the figures are 255,000,000 bushels for 1871 and 738,000,000 bushels for 1891. This production outstripped population enormously.

And these enlarged areas of cereal production are not confined to our own country. The Argentine Republic, twenty years ago, was practically an unbroken prairie. Vast areas have been devoted to wheat in India and Southern Russia has added very materially to her agricultural area. Now the particularly pertinent fact is that the grain crops of the world are so largely raised on cheap land; and it is the grain from this cheap land that has crowded the

grain producers of more thickly populated countries to the wall. Virtually, the competition is now between the cheap grain lands of the world with each other. Had the world's grain production remained stationary, it was inevitable that prices should fall when the grain from one area of cheap land, like our Northwest, met the grain of another area of cheap land, like Argentina, in the markets of the world.

For, improved and cheapened transportation, by land and water, has brought all the world close together. Grain is sold in advance of delivery, and for all practical purposes Chicago, New York, Liverpool and Odessa are one market. Facilities for handling, transporting and selling grain have all contributed to the same end by bringing all the surplus grain of the world in competition.

There are other collateral causes that have been operative, in this country particularly, the past five years. For instance, there is little doubt that the agricultural department underestimates the wheat crop at least 230,000,000 bushels in the five years from 1890. An enormous invisible supply checked buying and prices at every advance. Nor should such things as the trolley and the bicycle be overlooked, as market factors, especially in the prices of oats and corn. Not only have street car horses been displaced by the trolley, but the horses of individuals as well. While it might be easy to overestimate the importance of this factor, it must not be forgotten that the largest crop of corn in our history (2,151,000,000 bushels) and the largest crop of oats (824,000,000 bushels) were produced last year. With production on such a scale and consumption curtailed even slightly, a low level of prices would seem inevitable.

We have no remedy to advocate for the cure of low prices; for these large problems have a way of settling themselves regardless of human prescriptions. The equilibrium between production, consumption and land will be restored somehow. Probably old-time prices may not come again, but before long the trend downward will end and the advance of grain prices commence and continue through a series of years.

## ORGANIZE A NATIONAL ASSOCIATION.

The Grain Shippers' Association of Northwest Iowa has declared in favor of a National Grain Shippers' Association and instructed its executive committee to confer with committees from other associations for the purpose of bringing about the formation of such an organization. The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri will undoubtedly take like action at its next meeting, and these two associations, working with the Illinois Grain Dealers' Association, surely ought to succeed in organizing a strong national association.

The Ohio, Central Iowa and several other associations are still to be heard from on this subject, but each of them will undoubtedly give the move their hearty support. The dealers outside these associations are slower in giving expression to their opinions on the subject of national organization than was expected. They are in need of such an association much more



than those who now have the local associations to guard and advance their interests, and they should take an active part in the organization of a national.

The grain trade is the only business of importance which has not a national organization, and no one familiar with the needs of the trade and the abuses which encumber it can doubt that a national association could and would do much to advance the interests of every dealer.

#### **TAXING GRAIN SHIPMENTS VIA BUFFALO.**

The Buffalo elevator pool has received another shock by a couple of elevators outside the pool cutting prices and getting considerable grain for canal shipment. If a few elevators would be satisfied with a fair fee for transferring grain from lake vessels to canal boats, they could get plenty of business.

The latest move of the pool in its work of driving the canal boats out of business is to absorb the charge for shoveling at Buffalo. This gives the rail routes an advantage of \$3.50 per 1,000 bushels over the canal in addition to exorbitant charge for elevating and storing 10 days. The elevator proprietors at Buffalo have such an extreme dislike for canal boatmen, and are so determined to divert the bulk of the grain shipping business to the railroads, that they will not transfer grain at any price. The reason is that they are opposed to transferring is that the fee for such service is fixed by a state law.

If the canal boatmen could retain the services of a number of the floating elevators and operate them independent of the pool and keep active solicitors at the principal points of shipment, they would keep their boats at work a greater portion of the time than at present. The New York Produce Exchange may be able to render the boatmen some assistance, but boatmen can certainly do more for themselves by forming a close compact and placing a shrewd man in the manager's chair.

#### **THE GRAIN RATE HEARING.**

The Interstate Commerce Commission had a hearing on the cutting of grain rates by Western roads recently, and the traffic managers of some of the roads gave vent to their ill-feeling against others by disclosing the methods adopted by others for securing grain shipments. Some of them admitted to having taken grain at different rates on the same day. The Missouri Pacific road plead guilty to discriminating in favor of a St. Louis elevator company to the extent of nine cents a hundred on shipments within the state, which may explain to the country grain shippers along that road why they are unable to get a living out of their business.

The president of the Great Western made a number of sensational charges and acknowledgments. The cutting of rates and the methods adopted for doing so without exposure were aired in a manner that made many of the traffic managers tremble. It seems certain that the commission secured enough evidence to make out several strong cases against prominent grain dealers and carriers. In the interests of all shippers and equitable rates, every country

shipper who can add anything to the Commission's information on grain rate discrimination from Missouri River points should do so promptly.

If the trade is ever to get equitable rates for all it must make a persistent and vigorous fight for them, and the present period of low prices and close competition, with the accompanying dull business, is as good time as the trade will ever have to make the fight. The disposition of the Interstate Commerce Commission to push the matter to a finish cannot be doubted.

#### **GRAIN INSPECTION AT SUPERIOR.**

Since the establishment of the Minnesota Grain Inspection Department, its inspectors, under the supervision of the Duluth deputy inspector, have inspected all grain received at Superior, where are located all the elevators of the principal elevator companies doing business at the head of the lakes. The offices of these companies are in Duluth, and that city is credited with handling the business instead of Superior. The latter city has had the advantage of taxing the elevator property, and its laborers have been given employment, but the earnings of the inspection department, the business connected with the handling of the grain and the advertising secured by the handling of large quantities of grain have gone to Duluth.

The natural jealousy between the two cities has been intensified by the desire of each to get all the credit for the grain business of the port. The Wisconsin legislature was finally induced to enact a law authorizing the Superior Board of Trade to appoint inspectors and weighmen and establish grades, and the Board decided to take advantage of this law and establish an inspection department of its own, to commence work September 1. It selected officials, gave the Minnesota Department notice to quit on the last day of August and made every preparation for the inauguration of the work, when the elevator men, as a last move to prevent the change, threatened to close the elevators and transfer the entire business to Duluth. The establishment of two departments at the head of the lakes would cause endless confusion and no end of inconvenience to the trade. The wheat handled at both cities is the same, and to grade it by two sets of rules will hurt the grain trade of each city and those who ship to either.

A compromise agreement to the effect that the Minnesota Department shall be permitted to continue the inspection of wheat in Superior and the Wisconsin Department shall inspect all coarse grains and such portion of the wheat as the buyers desire, has not yet received the approval of the Minnesota State Railroad and Warehouse Commission and may not. If it is accepted it will be followed by confusion and constant conflict between the departments, and the elevators will be put to much trouble to store separately the wheat graded by the different departments. If it is not, and the Superior Department is put in sole charge of the work, there will still be much confusion caused by the change. It seems settled, however, that the trade of the Northwest will never have rest until the question is settled, and settlement seems possible only by submitting to Superior inspection and making the best of it.

#### **THE BOGUS COMMISSION FIRMS.**

For six months or so the postoffice department, aided by John Hill Jr., representing the Civic Federation of Chicago, has been engaged in securing evidence against one of the shrewdest and most successful gangs that ever worked the commission house game on the gullible public. For a year the mails have groaned with the literature of bogus commission firms located in Chicago and New York. Some of the names assumed were "Craig & Co.," "Pattison & Co.," "Thomas & Co.," "American Commission Co.," etc. Every month or so the firm name was changed and the office in Chicago moved from the Omaha to the Rialto or Commerce buildings, and then back again. But the flood of literature has continued to deluge the country holding out to the gullible offers of unprecedented gains by "investment" with these bogus firms. We have published samples of their letters and circulars in these columns and endeavored to warn, so far as warning might be necessary, against the evident character of these concerns.

So thoroughly did they canvass the country with letters and circulars that they even ran a printing office of their own, and the postoffice department estimates that they took in \$750,000 from their dupes in a year's time. The parties arrested are Thomas and the McClures, with several others who are supposed to be partners in their operations. One of the parties arrested had a certificate of deposit for \$100,000 in a New York bank in his wife's name. It is to be hoped that all the parties have been secured who have worked this bogus commission business so successfully, and that they will be adequately punished, if that be possible.

It is surprising how often the man with some green goods game appeals to the dishonest or unworthy motives in men. One of the circulars sent out by these bogus firms is, in part, as follows:

We believe that in order to work up a successful business in your town it is to our advantage to have one who has speculated through us and made money. This would bring us a great many customers that we could not otherwise get, and to obtain this first customer we will make you the following offer:

We will accept not less than \$50 nor more than \$100, to be used by us for a period of three months, the management of it to be left entirely to us for that time, and we guarantee to make you at least a certain specified amount of profit, as follows:

On \$50 a profit of not less than \$100; on \$75 a profit of not less than \$200; on \$100 a profit of not less than \$300. You will also be entitled to whatever profit there may be above the amount guaranteed.

We firmly believe that the profits named above can be doubled if the markets are at all favorable. The amount of guaranteed profits are net to you above all losses and commissions, and in addition to your original investment.

Here is a direct offer to pay the recipient for being a "capper." The men who accepted the offer and sent their money are not to be commiserated on their loss of it. Like the victims of the green goods swindler, they would never have suffered had they been honest.

Grain buyers who find, upon the delivery of grain contracted for, that it is not up to grade, must telegraph for instructions as to its disposition. If they receive it without consulting the seller it must be in fulfillment of the contract.



# EDITORIAL MENTION

Send us the grain trade news of your district.

Ohio grain dealers cannot afford to forget House Bill 867.

Kick hard against every shortage in your shipments or they will surely grow in size.

It is about time for a stirring hold-your-wheat circular to appear. This is not a suggestion, but a warning.

Send us your opinions regarding the advisability of organizing a national association of grain dealers.

The politicians and the grain inspectors must be divorced if the trade is ever to receive good service continuously.

The grain weighmen of Milwaukee and Buffalo are trying very hard to pick the scale beams out of the eyes of one another.

When Buffalo has lost its grain trade the Merchants' Exchange may awaken to the fact that the extortion of the pool is unbearable.

A grain shipper is as clearly entitled to a clean bill of lading as any other shipper, but he will not get it until he makes a persistent fight for it.

Mark your bills of lading "Freight C. O. D." then you will not have to pay the freight the second time when the consignee fails or swindles the carrier out of the charges.

Minneapolis and Superior assessors are experiencing some difficulty in taxing grain stored in public elevators. The question is, who owned the storage certificates on May 1?

Be at least kind enough to children to keep them out of your elevator. Few of them can resist the temptation to play in a well-filled bin, and many of them have met their death by yielding.

The Chicago Board of Trade overlooked the bulk of a cental of oats as compared with the bulk of a cental of corn when demanding that the low rate on corn be made applicable to oats.

Judging from the protests recently sent out from Toledo, the grain merchants are accustomed to getting rye straight, hence they kick vociferously against shippers mixing rye with wheat.

The visible supply reports should be extended so as to include grain in private elevators and in public houses at many important points now ignored. The reports tell but one-half the story. Such great improvements have been made in the rapid handling and transporting of grain from one part of the country to another, that

grain is visible, or on the market, almost as soon as it leaves the farmer's hands.

The coal trust has pushed the price of anthracite up to an unusually high figure and the demand for corn as fuel may bring joy to the hearts of many anxious holders, who would be glad to get out even.

The inspection of barley should be improved or abolished. The present grading, for which the country shippers pay, is worthless and is ignored by the barley buyers. No change will be made until the shippers unite and demand a change.

A good feed grinding plant has proved a profitable investment for many country elevator men. It enables them not only to utilize surplus power, room and labor, but also screenings and low grade stock that would otherwise go to waste.

Since some of the country grain dealers have organized and taken a decided stand against any of their number being ignored by receivers to the profit of irregular dealers, the receivers have been very backward in patronizing the man-with-a-scoop.

Down in Ohio a man found \$5.455 in a grain bin. He ought to be hired to come West and try and find wealth in grain. He would find plenty of bins and plenty of grain, but we fear there would appear to be a dearth of people who hide money in such places.

The scale man who will invent an absolutely correct automatic grain scale, that can be sold at a price within reach of all country elevator men, will surely receive many orders, if he will take the trouble to show them how it can be used conveniently and effectively.

The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri will not hold a meeting at St. Joseph, Mo., August 10, as was intended. The date for the next meeting will be fixed by the Governing Committee, which will meet at Red Oak, Iowa, August 17.

If you will take the trouble to mark the net weight of your grain on two cards, bearing number and initials of car, and tack them on the side doors of the car, you will give the weighmen a chance to detect a shortage and trace its cause before the identity of the grain is lost.

The car famine in the West will prompt carriers to dig a lot of old worn-out cars out of the scrap piles and offer them for grain shipments. Shippers who accept such cars must expect their shipments to be short when they arrive at destination. The old cars are sure to bulge and leak.

News comes that Austria will organize an international union to protect the central European grain producers against American competition. Nothing can be done, we suppose, to interfere with Austria's freedom of action in this matter, if she chooses to inaugurate such a policy. But when our retaliation mill gets into good working order, perhaps the central European states may find that the American market,

or rather the loss of it, with its 70,000,000 people, is quite as serious a matter to them as the loss of their market would be to us.

The uniform classification of freight would so simplify freight tariffs that grain and hay shippers would be able to determine the rates on their shipments by consulting the published tariffs.

Every grain elevator man who operates a freight depot for bulk grain is entitled to recompense from the carrier, just as much as any other freight agent. The modesty of the elevator men keeps them poor. One cent a bushel for all grain loaded from the elevator would be little enough.

The friends of the metric system of weights and measures expect to secure the passage of a bill at the next session of Congress, providing for its use. So far the members of the grain trade have said or done very little regarding the inauguration of this system, although it is of vital importance to them.

The few bucket shops still in existence are having a difficult time to keep open. When the keepers are not in the courts they are in jail awaiting trial. The honest dealers at all the grain centers have so much spare time nowadays that they feel duty bound to give a portion of it to looking after bucket shops.

The Northwestern Grain Shippers' Association, which is composed of grain dealers doing business in the northwestern part of Iowa, held a meeting at Sheldon, July 30, and adjourned to meet at Sioux City. The removal of N. W. Lee to Des Moines will necessitate the election of a new secretary. Iowa has four grain dealers' associations and there is room for four more.

Some of the rail carriers which do not provide depots for bulk grain and stock on their right of way at terminals have been exacting a switching charge from shippers for hauling the freight to such depots. Carriers are supposed to provide such depots, and in cases where they do not do so they should switch cars to the depots provided elsewhere free of charge. This would be reasonable and fair.

The employes of every grain inspection department should be placed under civil service rules and kept there. The politicians should be kept away from the department. No man can learn to grade grain correctly without several years' experience, and some never learn to do it. When a competent inspector is found his services should be retained regardless of his political opinions.

It seems that the new anti-option law in Germany has not had the effect it was expected to have. The law was passed through the pressure exerted by the agrarian party, with the hope that it would tend to strengthen prices for grain. Judging from the tenor of reports received, the results have so far been disappointing. This is emphasized by the action of the government, which will, it is said, address foreign powers with a view to securing an international con-



vention to take joint legislative action against time delivery grain contracts. This, it seems to us, is a confession that the German law is not expected to fulfill expectations.

The American consular agent at Weimar, Germany, says that the consumption of rye bread in Germany has been steadily decreasing since 1879, while that of wheat bread has increased. Last year was marked by an extraordinary consumption of both wheat and rye in Germany, the former being 278 pounds and the latter 151 pounds per capita. The cheapness of both grains was responsible for these generous figures.

What is called a new wheat pest made its appearance in North Dakota about two weeks ago. The bug resembles a flaxseed in appearance and pierces the wheat stalk about the second joint above the ground. Once embedded in the stalk it saps the juice until the stalk withers and dies. From the description this pest is not new, but is Thrips and belong to the order Physopoda. The insect has appeared elsewhere but not in sufficient numbers to cause serious damage.

A Chicago bucket shop keeper who was dissatisfied with the old methods of mulcting would-be speculators has adopted a sure plan of protecting his receipts from the greed of the successful dealers. Whenever the market begins to go against him he hangs up a sign limiting winners to twice the amount of the margins deposited. One of the speculators who was informed of this rule after his winnings were large took objection and had the keeper arrested.

Look out for the man-with-a-scoop. He has no expenses and seeks only the cream of the trade. A city ordinance requiring all transient merchants to pay a license fee, and thus bear a share of the expenses of the local government, gives a merited protection to the merchants who pay taxes, and reduces the liability of the good reputation of the local merchants being besmirched by any trickery of the nomads, who have nothing to lose and care naught for a business reputation based on honest methods.

All the elevators whose proprietors have been convicted of uncommercial conduct during recent months have again been admitted to the fold of regular houses. The aggregate capacity of the regular elevators is nearly 33,000,000 bushels and it is not likely to be reduced, as the reacceptance of these houses as regular serves as an assurance to them that they may conduct their business as they wish, regardless of rules. By taking this action the Chicago Board of Trade virtually surrenders to the elevator interests.

Prof. Latta of the Purdue University Experiment Station has published the results of some experiments with wheat conducted through a series of years. Among the conclusions arrived at by Prof. Latta was that thick seeding was advantageous. The trial covered twelve years. Another conclusion was that the best yields and plumpest wheat have usually been obtained by harvesting when the wheat was nearly ripe. It was shown that wheats had maintained their

standard of excellence as to yield in the same soil for 13 years. Another important conclusion reached was that heavy applications of manure and complete fertilizers were unprofitable, while smaller applications made profitable returns.

## CHAFF

Your opinions on trade subjects are solicited.

It is said that a large quantity of flaxseed was in transit for seaboard on August 11.

It has been estimated that it costs the farmers of the United States \$946,484,665 annually to market their crops with horse and wagon. Two thirds of this enormous sum could be saved if the way to market was over good roads.

Central Kansas shippers are overrun with corn ready for shipment, and it is impossible to get cars to haul the last year's crop out of the state. It is piled up at stations, while shippers are appealing to the railroads to relieve them.

It is not often that you see men plowing corn, planting corn, laying corn by, harvesting and breaking corn ground, and in the same section on the same day, but that is what the Mail of Nevada, Mo., says was seen in Vernon County.

One of the lessons learned by the burning of elevator A2 at Minneapolis is the danger of fire in driving wells or hatchways in elevators. High, open hatchways are great aids in the spreading of flames in case of fire, on account of the strong draft they create, and their generally inflammable condition. The insurance companies have made this so plain that all the elevators at Minneapolis have had board partitions made in their hatchways, putting in about three of them at equal distances apart.

Several large dealers in broom corn, speaking of the reported damage to the Illinois crop, say the reports of the injury by recent storms were exaggerated. It is true, however, that the yield will be only 50 per cent. of last year on account of the decrease in acreage. The second crop, about 25 per cent. of the whole, will not be harvested until the latter part of September, and it is impossible to tell how it will turn out. Specimens of the corn grown around Tuscola, Arcola and Charleston were brought in recently, and great surprise was expressed at its good quality. The crop, through small, will be of excellent quality.

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 24 months ending with July, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1895-96.	1894-95.	1895-96.	1894-95.
August.....	1,257,850	2,306,250	538,860	429,373
September.....	1,799,050	751,300	1,159,128	375,713
October.....	1,975,450	801,350	1,026,467	351,833
November.....	1,202,300	426,800	462,422	143,733
December.....	817,650	459,962	452,984	111,931
January.....	493,900	92,950	214,513	70,016
February.....	359,700	85,800	189,892	105,912
March.....	384,450	75,900	303,301	64,456
April.....	247,500	52,250	259,137	49,545
May.....	273,350	88,000	447,311	196,801
June.....	237,600	86,900	257,531	37,865
July.....	409,750	114,950	546,239	33,379
Total bushels.....	9,458,550	4,342,412	5,857,785	1,970,557

According to Inspector Stevens the receipts of flaxseed at Chicago for the year ending July 31 were graded as follows: By railroad, No. 1, 8,378,700 bushels; Rejected, 684,750 bushels; No Grade, 284,900 bushels; the total inspected receipts being 9,348,350 bushels, adding to which 24,200 through ears makes the total 17,041 carloads. The lake receipts were 68,000 bushels, making a grand total of 9,440,550 bushels. Shipments during the same time were graded: By railroad, No. 1, 1,108,872 bushels; Rejected, 5,099 bushels; No Grade, 2,558 bushels; making a total of 1,116,529 bushels. By lake, No. 1, 2,548,878 bushels; the total inspected shipments being 3,665,407 bushels, adding to which 920,700 through ears and 1,271,678 non-inspected ears makes a grand total of 5,857,785 bushels.

The receipts of flaxseed at Duluth from Sept. 1, 1895, to July 18, were 5,194,246 bushels, shipments 3,708,089 bushels.

## SEED EXPORTS AND IMPORTS.

According to the last report of the Bureau of Statistics seeds valued at \$67,372 were exported in June, against an amount valued at \$11,730, exported in June, 1895; and during the year ending June 30 the valuation was \$1,592,017, against \$2,849,145 for the same time of 1894-95.

Clover seed aggregating 13,931 pounds was exported in June, against 2,240 pounds exported in June, 1895; and during the year ending June 30, 539,785 pounds were exported, against 22,900,672 pounds exported in the same time in 1894-95.

Cotton seed amounting to 2,498,767 pounds was exported in June, against 964,711 pounds in June, 1895; and during the year ending June 30, 23,980,110 pounds were exported, against 11,051,812 pounds exported in the same time in 1894-95.

Flaxseed aggregating 51,487 bushels was exported in June, against 2 bushels exported in June, 1895; and during the year ending June 30, 80,453 bushels were exported, against 1,224 bushels exported in the same time in 1894-95.

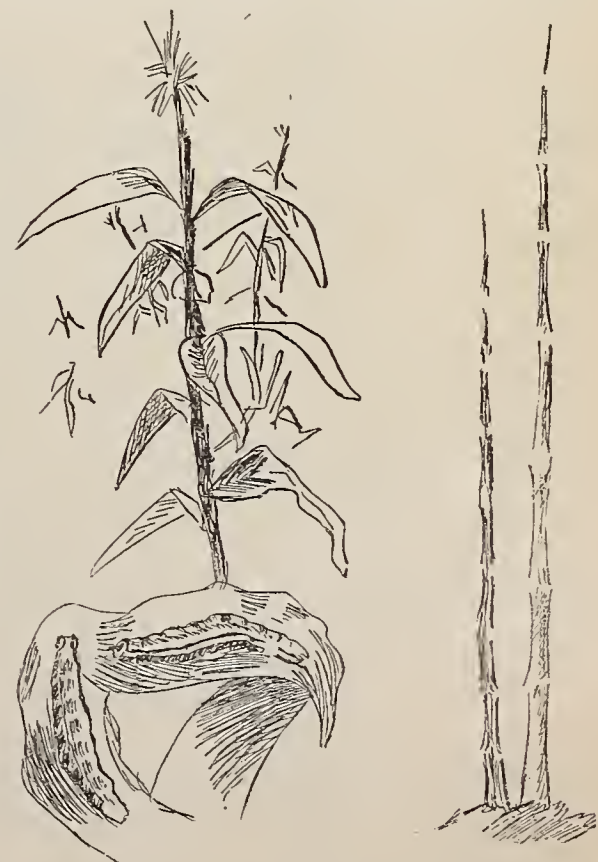
Timothy amounting to 89,224 pounds was exported in June, against none in June, 1895; and during the year ending June 30, 11,594,536 pounds were exported, against 4,939,237 pounds exported in the same time in 1894-95.

Other seeds exported in June were valued at \$7,988, against \$5,483 for June, 1895; and the valuation of exports for the year ending June was \$382,941, against \$358,860 for the same time of 1894-95.

Flaxseed imported in June amounted to 4,033 bushels, valued at \$4,746, against 453,982 bushels, valued at \$408,915, imported in June, 1895; and during the year ending June 30, 754,507 bushels, valued at \$812,940, were imported, against 4,163,222 bushels, valued at \$4,544,484, imported in the same time in 1894-95.

All other seeds, imported free of duty, were valued at \$51,293, for June, against \$35,796 for June, 1895; and during the year ending June imports were valued at \$1,296,763, against \$1,336,105 for the same time of 1894-95. All other dutiable seeds imported in June were valued at \$10,768, against \$5,926 for June, 1895; and for the year ending June imports were valued at \$572,451, against \$644,991 for the same time of 1894-95.

F. J. Wakem, formerly of Chicago, is reported to have been arrested at New York for writing a threatening letter to O. F. Malcolm, his former partner in a bucket shop business. Malcolm himself was recently arrested by the Federal authorities for violating the postal laws.



CORN—BEFORE AND AFTER BEING VISITED BY THE ARMY WORM.



## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since July 15 has been as follows:

July.	NO. 2 R.W. WHT.		NO. 2 SFG WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 3* BARLEY		NO. 1+ FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....	56 3/4	57	.....	.....	27 3/4	27 3/4	16 3/4	17 1/4	30 1/2	30 1/2	26	31	70	70
16.....	56 3/4	57	.....	.....	27 3/4	27 3/4	16 3/4	17	30	30 1/4	25	30	70	70
17.....	57 1/4	58 1/4	.....	.....	27 3/4	27 3/4	17 3/4	18	30 1/2	31	23	31	70 1/2	71
18.....	58	58 1/2	.....	.....	27 3/4	27 3/4	17 3/4	18	30 1/2	30 1/2	27	30	71	71 1/2
19.....	57 1/4	58	.....	.....	26	26 1/2	17	17 1/4	30 1/2	30 1/2	21	31	72 1/2	72 1/2
20.....	57 1/4	58 1/4	.....	.....	25 1/2	26 1/2	17 1/4	17 3/4	30 1/2	30 1/2	27	29	72 1/2	72 1/2
21.....	57 1/4	58 1/4	.....	.....	25 1/2	26 1/2	17 1/4	17 3/4	30 1/2	30 1/2	22	28	72 1/4	71 1/2
22.....	58 1/4	58 1/2	.....	.....	26	26 1/2	17 1/4	17 3/4	30 1/2	30 1/2	25	31	71	71
23.....	59	59 1/2	57 1/4	58 1/2	26 1/2	26 1/2	17 3/4	18	30 1/2	30 1/2	25	31	71	71
24.....	60 1/2	60 1/2	57 1/4	57 1/4	26 1/2	26 1/2	18	18 1/2	31	31	23	30	72 1/2	73 1/2
25.....	60 1/2	61 1/4	.....	.....	25 3/4	26 1/2	18	18 1/4	31	31	23	27	73 1/2	73 1/2
26.....	61 1/2	62	58 1/2	58 1/2	25 1/2	26	18	18 1/2	31	31	24 1/2	30	74	75
27.....	61 1/2	61 1/2	.....	.....	24 1/2	25 1/4	18	18 1/4	.....	.....	25	29	73	73
28.....	61 1/2	61 1/2	.....	.....	24 1/2	24 1/2	18	17 3/4	29 1/2	30 1/2	27	33	72	72 1/2
29.....	60 1/2	61 1/2	.....	.....	24 1/2	24 1/2	18	18 1/2	30 1/2	30 1/2	23	28	72	72
30.....	61 1/2	62	.....	.....	24 1/2	24 1/2	18	18 1/2	30 1/2	30 1/2	23	28	71 1/2	72
31.....	61 1/4	62	.....	.....	24 1/2	24 1/2	18 1/4	18 1/2	30 1/2	30 1/2	27	32	73	73
Aug. 1.....	61 1/2	61 1/2	58	58	24 1/4	24 1/4	18 1/2	18 1/2	30 1/2	30 1/2	28	30	73 1/4	73 1/4
2.....	91 1/2	61 1/2	.....	.....	24 1/4	24 1/4	18 1/4	18 1/4	30 1/2	30 1/2	29	29	73	73
3.....	91 1/2	61 1/2	.....	.....	24 1/2	25	18	18 1/4	30 1/2	30 1/2	23	34	71	71
4.....	61	61	.....	.....	24 1/2	25	18 1/2	18 1/2	30	30 1/2	26	26	71	71
5.....	60 1/2	60 1/2	.....	.....	24	24 1/2	17 3/4	18 1/4	30	30 1/2	24	32	71	71
6.....	61 1/2	61 1/2	.....	.....	23 1/2	24 1/2	17 1/2	17 3/4	30	30	23	32	71	71
7.....	61	61	.....	.....	23 1/2	24 1/2	17 1/2	17 3/4	29 1/2	29 1/2	24	24	71 1/2	71 1/2
8.....	61	61	.....	.....	23 1/2	23 1/2	16 1/2	16 1/2	29	29	27	32	70	70
9.....	61	61	.....	.....	23 1/2	23 1/2	16 1/2	16 1/2	28 1/2	28 1/2	29	27	69 1/2	69 1/2
10.....	61	61	.....	.....	23 1/2	23 1/2	16 1/2	16 1/2	28 1/2	28 1/2	29	27	69 1/2	69 1/2
11.....	61	61	.....	.....	23 1/2	23 1/2	16 1/2	16 1/2	28 1/2	28 1/2	29	27	69 1/2	69 1/2
12.....	57	57	.....	.....	22 1/2	23 1/2	16 1/4	16 1/4	28	28	29	29	69 1/2	69 1/2
13.....	57	57	.....	.....	22 1/2	23 1/2	16 1/4	16 1/4	28	28	29	29	69 1/2	69 1/2
14.....	59 1/2	59 1/2	54 1/2	54 1/2	22 1/2	22 1/2	16 1/4	16 1/4	29 1/2	29 1/2	21	34	68 1/2	69 1/4

\*In store or go to store. †On track, or to go to store.

During the week ending July 18 Prime Contract Timothy sold at \$2.85 per cental, Prime Contract Clover Seed at \$7.40@7.50, Hungarian at \$0.50@0.70, German millet at \$0.50@0.75, buckwheat at \$0.70@0.90 per 100 pounds.

During the week ending July 25 Prime Contract Timothy sold at \$2.85@3.20 per cental, Prime Contract Clover Seed at \$7.40@7.50, Hungarian at \$0.50@0.70, German millet at \$0.50@0.70, buckwheat at \$0.70@0.90 per 100 pounds.

During the week ending August 1 Prime Contract Timothy sold at \$3.05@3.15 per cental, Prime Contract Clover Seed at \$7.50@7.65, Hungarian at \$0.50@0.60, German millet at \$0.50@0.60, buckwheat at \$0.75@0.90 per 100 pounds.

During the week ending August 8 Prime Contract Timothy sold at \$3.05@3.15 per cental, Prime Contract Clover Seed at \$7.00@7.50, Hungarian at \$0.50@0.60, German millet at \$0.50@0.60, buckwheat at \$0.75@0.90 per 100 pounds.

## WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the six weeks ending August 8, for the last three years, according to the Cincinnati Price Current were as follows:

	1896.	1895.	1894.
St. Louis.....	3,098,000	2,746,000	4,414,000
Toledo.....	1,656,000	1,682,000	5,266,000
Detroit.....	418,000	254,000	895,000
Kansas City.....	822,000	723,000	1,839,000
Cincinnati.....	171,000	142,000	233,000
Winter.....	6,165,000	5,547,000	12,647,000
Chicago.....	3,391,000	1,198,000	5,786,000
Milwaukee.....	811,000	537,000	413,000
Minneapolis.....	4,304,000	1,391,000	2,749,000
Duluth.....	6,013,000	2,144,000	2,819,000
Spring.....	14,519,000	5,270,000	11,767,000
Total, six weeks.....	20,684,000	10,817,000	24,414,000

## RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of July, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts by Lake.		Shipments by Canal.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	5,194,658	2,393,067	1,349,504	794,602
Corn, bushels.....	4,634,998	3,654,989	594,631	552,025
Oats, bushels.....	6,238,483	2,237,378	2,326,036	1,162,696
Barley, bushels.....	855,329	9,250	190,679	19,992
Rye, bushels.....	349,999	.....	223,147	.....
Grass seed, bags.....	2,079	1,036	.....	.....
Flaxseed, bushels.....	614,129	.....	25,086,904	.....
Flour, barrels.....	1,690,186	691,287	17,451	.....

\* Pounds.

## RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of July, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	132,871	102,757	81,443	42,735
Corn, bushels.....	246,846	234,744	94,538	53,912
Oats, bushels.....	180,228	253,839	83,767	81,329
Barley, bushels.....	3,500	1,761	.....	.....
Rye, bushels.....	7,928	17,994	3,170	2,101
Clover Seed, bags.....	82	278	253	458
Timothy Seed, bags.....	1,059	1,734	787	1,271
Other grass seeds, bags.....	803	1,847	1,129	2,162
Hay, tons.....	3,910	2,610	792	918
Flour, barrels.....	115,905	75,340	87,205	47,130
Malt, bushels.....	1,640	52,181	33,752	32,340

## RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the month of July, as compared with the same period of the preceding year, were, according to F. W. Waring, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	340,687	175,383	64,486	138,426
Corn, bushels.....	97,359	103,610	14,696	29,786
Oats, bushels.....	94,181	230,180	15,362	7,065
Barley, bushels.....	18,400	1,200	.....	.....
Rye, bushels.....	57,497	5,201	31,864	693
Hay, tons.....	13,010	11,752	10,150	11,668

## RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of July, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	2,178,932	1,821,050	488,066	309,177
Corn, bushels.....	1,704,068	327,388	1,012,604	524,455
Oats, bushels.....	706,748	641,084	169,063	198,815
Barley, bushels.....	4,584	870	2,100	.....
Rye, bushels.....	12,898	10,104	7,040	4,448
Hay, tons.....	11,516	11,052	4,697	3,278
Flour, barrels.....	121,475	61,445	154,853	131,660

## RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of July, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	3,314,890	1,024,680	642,170	955,770
Corn, bushels.....	76,260	75,600	720	7,480
Oats, bushels.....	651,420	243,020	445,430	73,270
Barley, bushels.....	28,810	3,520	14,170	.....
Rye, bushels.....	57,380	25,350	31,810	2,900
Flaxseed, bushels.....	45,746	2,000	30,430	2,690
Hay, tons.....	2,193	2,077	33	55
Flour, barrels.....	9,016	9,320	993,521	701,779

## RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of July, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	4,534,394	1,489,693	5,551,148	2,504,545
Corn, bushels.....	26,422	.....	26,068	.....
Oats, bushels.....	439,292	23,596	396,478	157,489
Barley, bushels.....	439,101	585	353,594	164
Rye, bushels.....	170,041	199	246,659	.....
Grass seed, pounds.....	.....	.....	.....	.....
Flaxseed, bushels.....	238,557	.....	293,567	.....
Flour, barrels.....	375,010	303,795	639,020	539,365
Flour production Duluth and Superior.....	245,785	303,135	.....	.....

## RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of July, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	528,902	409,650	47,950	35,600
Corn, bushels.....	104,000	96,200	8,450	5,090
Oats, bushels.....	1,086,000	457,075	1,356,561	699,293
Barley, bushels.....	112,980	27,200	96,943	.....
Rye, bushels.....	48,665	48,600	54,000	1,800
Grass Seed, pounds.....	110,470	27,545	82,000	28,350
Flaxseed, bushels.....	10,135	2,150	7,540	.....
Hay, tons.....	1,385	1,185	265	33
Flour, barrels.....	237,780	162,575	318,437	217,230

## RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of July, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	303,800	74,400	178,500	55,800
Corn, bushels.....	983,650	924,650	308,250	407,650
Oats, bushels.....	968,450	1,565,150	1,345,050	1,952,400
Barley, bushels.....	14,700	11,200	7,000	15,400
Rye, bushels.....	9,600	7,200	4,800	3,000
Mill Feed, tons.....	555	360	3,672	5,105
Seeds, pounds.....	.....	.....	.....	.....
Broom Corn, pounds.....	90,000	30,000	44,000	30,000
Hay, tons.....	990	2,360	450	622
Flour, barrels.....	20,850	15,150	21,150	16,860
Spirits and Liquors, bbls.	1,425	2,470	14,853	9,180
Syrup and Glucose, bbls..	450	550	34,578	29,393



## INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector D. W. Andrews, the grain received at Chicago during the month of July, 1896, was graded as follows:

Railroad.	WINTER WHEAT.									
	White.			Hard.			Red.			No G'de.
	2	3	4	1	2	3	1	2	3	
C. B. & Q.	2	5	1	39	43	416	446	37	16	
C. R. I. & P.	3	1	116	95	81	39	22	2		
Chicago & Alton	1	1	156	109	387	333	68	44		
Illinois Central	1	1	109	95	142	179	15	4		
Freeport Div., I. C.	1	1	3	2	1	1	1	1		
Galena Div., C. & N. W.	1	1	3	2	1	1	1	1		
Wis. Div., C. & N. W.	1	1	3	2	1	1	1	1		
Wabash	1	1	3	2	1	1	1	1		
C. & E. I.	1	1	3	2	1	1	1	1		
C. M. & St. P.	6	1	2	1	9	2	1	1		
Wisconsin Central	1	1	1	1	2	4	2	1		
Chicago & Great West.	1	1	64	47	98	42	11	6		
A. T. & S. Fe.	1	1	24	7	10	4	6	1		
E. J. & E.	1	1	3	7	70	119	6	1		
Through and special	1	1	3	7	70	119	6	1		
Total each grade	12	7	3	519	408	1551	1698	242	80	
Total winter wheat	22	1	1	1	1	1	1	1	3,571	

Railroad.	SPRING WHEAT.									
	Colorado.			Northern.			No Grade.			Mixed Wheat.
	2	3	4	1	2	3	1	2	3	
C. B. & Q.	1	1	1	1	1	1	1	1	1	
C. R. I. & P.	1	1	1	1	1	1	1	1	1	
Chicago & Alton	1	1	1	1	1	1	1	1	1	
Illinois Central	1	1	1	1	1	1	1	1	1	
Freeport Div., I. C.	1	1	1	1	1	1	1	1	1	
Galena Div., C. & N. W.	1	1	1	1	1	1	1	1	1	
Wis. Div., C. & N. W.	1	1	1	1	1	1	1	1	1	
Wabash	1	1	1	1	1	1	1	1	1	
C. & E. I.	1	1	1	1	1	1	1	1	1	
C. M. & St. P.	1	1	1	1	1	1	1	1	1	
Wisconsin Central	1	1	1	1	1	1	1	1	1	
Chicago & Great West.	1	1	1	1	1	1	1	1	1	
A. T. & S. Fe.	1	1	1	1	1	1	1	1	1	
E. J. & E.	1	1	1	1	1	1	1	1	1	
Through and special	1	1	1	1	1	1	1	1	1	
Total each grade	11	91	13	14	1	1	1	1	1	
Total spring wheat	1	1	1	1	1	1	1	1	1	

Railroad.	CORN.									
	Yellow.			White.			No Grade.			Mixed.
	2	3	4	1	2	3	1	2	3	
C. B. & Q.	749	10	137	6	973	48	38	12		
C. R. I. & P.	362	95	55	37	942	655	71	30		
Chicago & Alton	333	40	135	17	362	39	57	2		
Illinois Central	1,115	130	469	38	358	73	30	1		
Freeport Div., I. C.	86	79	6	10	49	69	21	5		
Galena Div., C. & N. W.	151	15	19	1	160	15	25	10		
Wis. Div., C. & N. W.	458	45	429	19	177	18	23	13		
Wabash	256	9	211	18	108	12	14	3		
C. & E. I.	234	11	9	1	874	58	57	9		
C. M. & St. P.	20	3	4	1	254	103	10	3		
Wisconsin Central	203	18	90	5	791	68	15	11		
Chicago & Great West.	290	117	78	13	463	304	69	5		
A. T. & S. Fe.	267	36	6	2	285	111	10	9		
E. J. & E.	1	1	1	1	1	1	1	1		
Through and special	1	1	1	1	1	1	1	1		
Total each grade	4,524	608	1648	166	5,796	1605	440	113		
Total corn	1	1	1	1	1	1	1	1	14,900	

Railroad.	OATS AND RYE.									
	OATS.					RYE.				
	White.			No Grade.			No Grade.			Total No. Cars all Gr'n by Roads
	1	2	3	1	2	3	1	2	3	
C. B. & Q.	86	468	80	133	10	34	13	1		
C. R. I. & P.	48	384	19	358	9	14	3			
Chicago & Alton	31	56	41	72	22	14				
Illinois Central	69	178	217	242	2	29	4			
Freeport Div., I. C.	84	122	16	40	2	2				
Galena Div., C. & N. W.	205	210	31	42	4	19	3			
Wis. Div., C. & N. W.	6	45	27	27	2	2				
Wabash	46	151	74	73	28	21	4			
C. & E. I.	12	54	65	65	8	20	4			
C. M. & St. P.	183	248	32	58	4	20	2			
Wisconsin Central	14	9	31	15	1	1				
Chicago & Great West.	11	54	59	40	3	3				
A. T. & S. Fe.	71	57	40	69	4	2				
E. J. & E.	49	49	32	16	2	33	3			
Through and special	1	1	1	1	1	1				
Total each grade	915	2171	737	1250	96	221	45	5		
Total oats and rye	1	1	1	1	1	1	1	1	271	

Railroad.	BARLEY AND TOTAL GRAIN RECEIPTS.									
	Barley.			Chevalier.			No Grade.			Total No. Cars all Gr'n by Roads
	3	3	2	3	4	5	1	2	3	
C. B. & Q.	1	1	1	1	1	1	1	1	1	3,818
C. R. I. & P.	1	1	1	1	1	1	1	1	1	3,496
Chicago & Alton	1	1	1	1	1	1	1	1	1	2,319
Illinois Central	1	1	1	1	1	1	1	1	1	3,500
Freeport Div., I. C.	1	1	1	1	1	1	1	1	1	619
Galena Div., C. & N. W.	1	1	1	1	1	1	1	1	1	958
Wis. Div., C. & N. W.	1	1	1	1	1	1	1	1	1	139
Wabash	1	1	1	1	1	1	1	1	1	2,166
C. & E. I.	1	1	1	1	1	1	1	1	1	1,222
C. M. & St. P.	1	1	1	1	1	1	1	1	1	2,004
Wisconsin Central	1	1	1	1	1	1	1	1	1	3
Chicago & Great West.	1	1	1	1	1	1	1	1	1	572
A. T. & S. Fe.	1	1	1	1	1	1	1	1	1	1,643
E. J. & E.	1	1	1	1	1	1	1	1	1	1,635
Through and special	1	1	1	1	1	1	1	1	1	1,127
Total each grade	160	60	8	1	25,221					
Total barley	1	1	1	1	1	1	1	1	1	229
Total grain, cars	1	1	1	1	1	1	1	1	1	25,221

## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Aug. 8, 1896, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany	20,000	30,000	5,000		
Baltimore	1,405,000	482,000	639,000	23,000	
Boston	1,120,000	303,000	284,000		
Buffalo	1,105,000	452,000	122,000	118,000	265,000
do. afloat	13,583,000	6,402,000	1,444,000	369,000	11,000
Chicago*	8,000	2,000	14,000	2,000	
do. afloat	301,000	14,000	16,000	38,000	
Cincinnati	6,267,000	12,000	385,000	255,000	67,000
Detroit	437,000	123,000			
do. afloat	920,000	23,000	7,000	5,000	
Indianapolis	151,000	1,000	95,000	341,000	25,000
Kansas City	13,888,000	15,000	108,000	65,000	14,000
Minneapolis	282,000	58,000	275,000	6,000	35,000
Montreal	1,655,000	224,000	1,397,000	46,000	48,000
New York	72,000		64,000		
do. afloat	63,000	55,000			47,000
Oswego	138,000	16,000	213,000	7,000	
Peoria	665,000	224,000	84,000		
Philadelphia	1,741,000	831,000	37,000	6,000	
St. Louis	613,000	138,000			
do. afloat	71,000	27,000		93,000	
Toledo	141,000		70,000		22,000
do. afloat	488,000	282,000	972,000	235,000	40,000
Toronto	1,387,000	2,129,000	612,000	72,000	65,000
On Canals	311,000	50,000			
On Lakes					
On Miss. River					
Total	46,429,000	12,188,000	6,945,000	1,626,000	639,000
Corresponding date 1895	37,839,000	4,613,000	3,925,000	254,000	44,000

\* Including grain in National Elevator, which is not regular under the rules of the Chicago Board of Trade.

## DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows the destination of the wheat exported from the United States to be as follows:

Countries.	Month ending June 30.		Twelve months ending June 30.	
	1896.	1895.	1896.	1895.
United Kingdom	3,783,704	3,411,292	43,648,077	54,373,341
Germany	151,893	48,781	892,414	2,526,930
France			122,069	1,596,791
Other Europe	1,189,286	581,599	8,246,195	13,296,961
British North America	484,219	464,716	3,537,243	4,110,255
Mexico		12	1,195	7,938
Central American States and British Honduras	5,332	13,185	54,441	90,991
West Indies and Bermuda	46	67	11,933	9,518
Brazil			31	63
Other South America	212	800	4,823	2,887
Asia and Oceania	226,012	5,669	1,830,650	38,760
Africa	521,555	8,302	2,300,965	48,194
Other countries	14	23	14	75
Total bushels	6,362,274	4,534,446	60,650,080	76,102,704

## DESTINATION OF AMERICAN CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from this country to be as follows:

Countries.	Month ending June 30.		Twelve months end ing June 30.	
	1896.	1895.	1896.	1895.
United Kingdom.....	2,231,133	1,961,365	49,110,146	15,363,975
Germany.....	1,201,696	213,708	13,692,220	3,217,835
France.....	423,570		4,661,279	621,100
Other Europe.....	944,815	384,286	21,393,203	4,022,623
British North America..	521,348	307,434	5,881,598	3,013,185
Mexico.....	195,975	25	1,677,653	179,615
Central American States and British Honduras.	7,941	13,172	76,435	142,025
Cuba.....	23,929	59,219	199,193	392,200
Puerto Rico.....			595	1,200
Santo Domingo.....	200		2,281	3,655
Other West Indies and Bermuda.....	57,221	41,591	670,590	615,535
South America.....	3,855	7,265	107,592	103,355
Asia and Oceania.....	512	452	35,975	10,565
Other countries.....	1,074,039	3	2,484,075	4,265
Total bushels.....	6,686,234	2,988,520	99,992,835	27,691,135



# ELEVATOR

## GRAIN NEWS

An elevator is to be erected at Ellis, S. D.

An elevator is to be built at Standish, Mich.

An elevator is to be built at Frankfort, Mich.

A new elevator has been completed at Armstrong, Ill.

An elevator is to be erected at Port Washington, Wis.

Hunting & Co. are building an elevator at Inwood, Iowa.

D. Rice & Co., grain dealers of Sadorus, Ill., have sold out.

Joseph Holland is building a rice mill at Edgefield, S. C.

Butler & Son are overhauling their elevator at Columbus, Iowa.

L. W. Gilbert of Glencoe, Minn., has bought the Sumter elevator.

John Olwin & Co.'s elevator at Robinson, Ill., is now in operation.

P. G. Williams is building a 20,000-bushel elevator at Montrose, S. D.

Martin Carron and others purpose to erect a rice mill at Eunice, La.

The Prillman elevator at Cheneyville, Ill., is nearing completion.

William Simon's new elevator at Altura, Minn., has been completed.

Asa W. Skinner is repairing and improving his elevator at Hudson, Ill.

The Farmers' Elevator at Manito, Ill., is completed and receiving grain.

H. A. Kaeppler has succeeded The Marfield Elevator Co. at Redfield, S. D.

Clark & Reed, grain dealers of Springfield, Ill., have dissolved partnership.

W. D. Castle & Co. have overhauled and repaired their elevator at Gridley, Ill.

The construction of a new elevator at Napinka, Man., has been commenced.

T. R. Giedea & Son are building a large grain warehouse at Spangle, Wash.

Joseph Sheaff & Co. have completed their new elevator.—Monitor, Rockford, Ill.

J. F. Pearson has put in one of The B. S. Constant Co.'s ear corn elevator feeders.

The Silver Springs Milling Co. of Silver Springs, Ark., is erecting a new elevator.

The Spencer Grain Co. of Spencer, Iowa, is erecting an elevator at Inwood, Iowa.

Kyle & Snook have succeeded G. W. Pickering, grain dealer of Shenandoah, Iowa.

Henry Linebarger has commenced the construction of a new elevator at Covell, Ill.

Henry Schenk, formerly of Congerville, Ill., is buying grain at Lilly for Nixon & Co.

Jonathen Havens Jr. contemplates establishing a starch factory at Washington, N. C.

Scott & Root have succeeded M. E. Anderson & Sons, grain dealers of Wheatland, Ind.

John Lust is reported to be carrying on a prosperous grain business at Bridgeton, Iowa.

The Chicago O'Neill Grain Co.'s elevator at Pomeroy, Iowa, has been closed for repairs.

The Hall Linseed Oil Co. has been incorporated at Chicago with a capital stock of \$15,000.

Z. T. Noyes, dealer in grain, etc., at Mondamin, Iowa, removed from that place recently.

Joseph Harris has bought the elevator at Glencoe, Minn., belonging to the Wachholtz estate.

Frank Zeigler has been appointed receiver for The Phoenix Hay & Grain Co. at Phoenix, Ariz.

A receiver has been appointed for The Edward F. Dibble Seed Co. of Honeoye Falls, N. Y.

M. E. Blazer has succeeded W. N. Steele as agent of The McFarlin Grain Co. at Jolley, Iowa.

Two grain warehouses, each of 25,000 bushels capacity, are being built at Garfield, Wash.

The business men of Wessington Springs, S. D., have organized The Cooperative Grain Co. to deal in grain and coal. The officers are: President, O. O.

England; secretary, R. S. Vessey; treasurer, W. F. Bancroft.

R. E. L. Goldsborough has succeeded Goldsborough & Co., grain dealers at Baltimore, Md.

The Arkansas Valley Cotton Oil Co. is building a 30-ton cottonseed oil mill at Dardanelle, Ark.

The El Reno Mill and Elevator Co.'s 60,000-bushel elevator at El Reno, O. T., is about completed.

Daniel Hoskins, a grain dealer of St. Louis, Mo., was recently "held up" and robbed at Eldred, Ill.

S. Sweet & Co.'s grain warehouse at Monson, Cal., is receiving about 1,000 sacks of wheat per day.

Simpson & Cousin's elevator at Alden, Iowa, has been overhauled preparatory to receiving new grain.

The Forest City Mills, which does a milling and grain business at Savannah, Ga., assigned recently.

Coppes Bros. & Zook of Nappanee, Ind., are erecting a 50,000-bushel steel pneumatic grain elevator.

It is reported that The Chattanooga Cotton Oil Co. of Alton Park, Tenn., will soon resume operations.

W. O. Dodge & Co., commission grain merchants of Minneapolis, Minn., have dissolved partnership.

The Crown Elevator Co. has been incorporated at Minneapolis, Minn., with a capital stock of \$100,000.

The Lafayette Cotton Oil Co. has let the contract for the erection of a cottonseed oil mill at Lafayette, La.

Lohman Bros. have commenced the growing and manufacture of broom corn at South Jacksonville, Fla.

Berg & Green, proprietors of the elevator at Elyria, Kan., are reported to be doing a good business.

George Lovering, grain dealer of Malden, Ill., has installed a gas engine to supply power for his elevator.

O. A. Olson, general merchant at Astor, Iowa, is building a grain warehouse and will buy and ship grain.

All but two of the largest distillers of Louisville, Ky., have agreed to suspend operations for eighteen months.

A 50,000-bushel elevator has been erected at Butler, Mo., to be operated in connection with the Butler Mills.

John Maher of Eaton Rapids, Mich., has installed a 25-horse power Olds Gasoline Engine to run his feed mill.

Peter Ketman is building a new elevator at Humboldt, Iowa, which will be finished in time for the new crop.

The Chicago O'Neill Grain Co. of Chicago has certified to an increase in capital stock from \$300,000 to \$450,000.

The Oakland Milling Co. of Oakland, Ore., is building a large elevator to be operated in connection with its mill.

Smith & Co. are preparing to erect a large elevator and storehouse at their Central Roller Mills at Ida Grove, Iowa.

W. C. Houghterling and others have incorporated a company at Welsh, La., and will erect a rice mill to cost \$10,000.

McKee & Tipton have purchased Finn & Mather's elevator at Orono, Iowa, and engaged in the grain business.

T. McMichael & Son are having an elevator built at Inwood, Iowa, where they will engage in the grain business.

Hane & Leach have purchased a mill at Green Camp, Ohio, where they will engage in the grain and milling business.

Quigg Bros. of Minier, Ill., have purchased George Davis' elevator at Tazewell, Ill., and will continue his business there.

The Bishop Grain Company has renewed its lease of the elevator at Berrien Center, Mich., which it operated last year.

A movement is on foot to form a company to erect a rice mill of 500 barrels' capacity at Crowley, Ind. It will cost \$30,000.

J. F. Dougherty and W. J. Wilson have commenced the construction of a 10,000-bushel elevator at Glenwood, Minn.

M. J. Bailey will remodel his grain warehouse at Duncombe, Iowa, to an elevator, putting in a dump, bins, machinery, etc.

An elevator is to be erected at Owen, Mich., and will be operated in connection with a new mill to be built at that place.

J. B. Audley has succeeded Audley & Jones, at Hartland, Mich., and is continuing the business

of that firm, dealing in all kinds of grain, feed, flour, etc.

W. H. Stokes of Watertown, S. D., writes us that he has succeeded L. C. Johnson, dealer in grain and coal at Lebanon, S. D.

The Owatonna Farmers' Elevator and Mercantile Co. has been incorporated at Owatonna, Minn., with a capital stock of \$20,000.

A. B. Conley, a farmer of Union, Ore., is building a grain warehouse on his farm which has a storage capacity of 75,000 bushels.

T. H. Tomlin and H. L. Patterson have formed a partnership and engaged in the grain commission business at Kansas City, Mo.

The Pelican Rice Mill Company has been organized to build a 600-barrel rice mill at Merton, La. E. M. Burke is president.

The Farmers' Elevator Co., which was incorporated at Pine Island, Minn., last May, has erected an elevator at a cost of \$5,000.

Lightner & Co. and J. H. Thornberry have leased Charles Lewis' grain warehouse at Iowa City, Iowa, and will deal in grain and wool.

The C. & H. Grain Co. of Minneapolis, Minn., has filed amended articles of incorporation changing its name to The Exchange Grain Co.

The Taylor elevator at Weldon, Ill., which was recently purchased by Mr. St. John of Mt. Pleasant, is being overhauled and remodeled.

James T. Evans, grain dealer at Bolivar, Ohio, assigned recently to Frank Lebold. Liabilities are placed at \$30,000, assets unknown.

D. Gregg & Son's new elevator at Danville, Ill., is about completed, and is reported to be considerably higher than wheat, corn or oats.

The K. Line Elevator Co. has been incorporated at Dameron, Mo., with a capital stock of \$5,000, by J. H. Patton, James Long and others.

H. Eppinger Jr. has leased The Southern Pacific Milling Co.'s grain warehouse at Paso Robles, Cal., and will engage in the grain business.

The Goodhue Farmers' Warehouse Co. of Goodhue, Minn., is remodeling its warehouse into an elevator and has purchased new machinery.

H. W. Van Dyke and J. R. Lamme of Fairfield, Iowa, have purchased an elevator at Winfield, where they have engaged in the grain business.

W. D. Gregory of The Midway Elevator Co., Minneapolis, Minn., has bought the interest in that company belonging to the S. S. Linton estate.

K. K. Liquin, who operates an elevator and also handles coal at Buffalo Center, Iowa, reports a very prosperous business during the past year.

Michael Jordan, grain dealer of Herman, Mo., recently assigned to Robert Walker. Liabilities are estimated at \$7,000, assets considerably more.

Robert F. Otts, who has erected a grist mill and other plants at Greensboro, Ala., contemplates the erection of a cottonseed oil mill, ice plant, etc.

The stockholders of the Planters' Rice Mill of Savannah, Ga., which was burned recently, are considering the question of rebuilding the plant.

The S. Howes Co. of Silver Creek, N. Y., recently sold grain cleaning machinery for the new elevator at Carbondale, Ill., which is nearing completion.

Palmer & Hubbard are preparing to build an elevator at Winnebago City, Minn., to meet the demands of their increasing business at that point.

L. T. Hutchins & Co., grain dealers of Sheldon, Ill., have established an office at Earl Park, Ind., where W. W. Boughton is buying grain for them.

Eckhart & Swan, millers of Chicago, Ill., have purchased the Hess elevator on the Pan Handle Road at Chicago, where they will erect a large mill.

The Terrell Cotton Oil Co. has been incorporated at Terrell, Texas, with a capital stock of \$50,000, and will erect a cottonseed oil mill and gin at Terrell.

M. H. Gollon has engaged in the grain business at Pekin, Ill., and is also buying grain at Manito, Hainesville, Sand Prairie, Green Valley and Tremont.

J. H. Smith has retired from the El Paso Fuel Co., dealer in grain, hay and fuel at El Paso, Texas. The business will be continued under the same name.

E. E. McKinney & Co., grain commission merchants of Salem, Ore., have admitted T. S. Frost to partnership, and are continuing under the same name.

The city council of Kansas City, Kan., has decided to allow the Chicago Great Northern R. R. to build its 1,000,000-bushel elevator at that place, and preparations are being made to begin the work of construction. The elevator will be constructed on



the latest improved plans for handling grain. The building will be fireproof, the walls being brick and stone.

The Shinar Oil Mill and Mfg. Co. has been incorporated at Shinar, Texas, with a capital stock of \$20,000 for the purpose of manufacturing cottonseed oil, etc.

Cashman & Farman's new elevator at Garner, Iowa, is completed. It has a capacity of 15,000 bushels, and is equipped with all the latest machinery.

C. Braumiller's grain office at Kenney, Ill., was recently broken into by small boys, who were afterward apprehended and some stolen articles recovered.

H. C. Campbell and others have organized The Oil Mill and Mfg. Co. at Winona, Miss., with a capital stock of \$35,000, and will erect a 40-ton cottonseed oil plant.

Carrington, Haunah & Co., grain commission merchants of Chicago, intend to build an elevator at Momence, Neb., where J. J. Kirby will buy grain for them.

Edgar Briggs, who formerly bought grain at Mansfield, Ill., has purchased H. Christlieb's elevator at that place and will again engage in the grain business there.

The Great Western Mfg. Co. of Leavenworth, Kan., has been awarded the contract to build the new elevator at Torreon, Mexico, for La Alianza Milling Co.

The Hood's Mills Milling Co. of Hood's Mills, Md., will erect an elevator to be operated in connection with its new mill. Wm. H. Stinson is president of the company.

L. J. Guillian, formerly miller for The Pekin Milling Co. at Pekin, Ill., has formed a partnership with E. A. Roehrig and engaged in the feed business at Omaha, Neb.

The Taylor Bros. Flouring Mill Co. is erecting an addition to its elevator at Quincy, Ill., doubling the present capacity of 25,000 bushels. The addition will cost \$2,000.

Ira Cadwallader of West Lebanon, Ind., will overhaul his elevator this season and equip it with The B. S. Constant Co.'s elevator and sheller grain feeders and cleaners.

The Millville Grain Co.'s warehouse at Millville, Minn., is being overhauled and repaired, and the company expects to do a larger business this season than ever before.

The Culver-Harper Grain Co. has been incorporated at West Superior, Wis., with a capital stock of \$25,000. J. H. Culver is president, and J. H. Harper vice-president.

Burglars recently broke into David West's store at Meckling, S. D., cracked the safe, and secured \$500, which belonged to McCaull, Webster & Co., the grain dealers.

F. G. Stearns & Son, millers of Webster, Iowa, have begun work on the erection of a 10,000-bushel elevator to be operated in connection with The Cream Roller Mill.

L. N. Loomis, formerly of the grain commission firm of Loomis & Thayer, Minneapolis, is erecting an elevator at Alpena, S. D. He will put in a feed mill and grind feed.

A company has been incorporated at Lake Charles, La., by W. C. Houghterling and others to operate a rice mill now being built at that place at a cost of \$10,000.

The Yoakum Cottonseed Oil Mill Co. has been incorporated at Yoakum, Texas, with a capital stock of \$15,000, to manufacture cottonseed oil and other cottonseed products.

G. L. McLain & Co. of Union Mills have leased the grain elevator at Edwardsburg, Mich., from J. A. Parsons, and began operating same July 1. A. L. Watkins is manager.

The Steel Storage and Elevator Construction Co. has completed two steel grain storage tanks of 20,000 bushels' capacity each for The Glasgow Milling Co. of Glasgow, Mo.

It is reported that the Burgin Elevator Co. of Burgin, Ky., has decided to build warehouses and elevators on the Kentucky River and ship grain via Louisville by steambot.

J. B. Powles of Seattle, Wash., who has been experimenting with flax-growing in Washington, contemplates establishing a scutching mill, as his experiments were successful.

The Northwestern Farmers' Protective Association has decided to retire from the wheat buying business and to close up its affairs. The membership reached about 2,000 in number, but they found that there was more cry than wool, and members are now assessed \$25 each to close up the business.

This was one of the most ambitious cooperative schemes in the Northwest.—Reporter, Marshall, Minn.

H. E. Blatchley, grain dealer and miller at White Hall, Ill., assigned recently to F. R. Stubblefield. Liabilities amount to \$35,000, assets about \$25,000.

T. F. Rourke, grain operator and banker of Pendleton, Ore., has removed his main office to Portland, continuing his Pendleton office under the management of Charles Hamilton.

William Hopps and Andrew W. Woodall of Baltimore, Md., have formed a partnership and engaged in a general grain business under the firm name of Hopps & Woodall.

The new elevator at Mobile, Ala., erected by The Heidenreich Construction Co. is now in operation, and for the first time in the history of that port bulk grain is being shipped.

President J. J. Hill, of the Great Northern R. R., recently purchased 2,000 feet of water front on Rice Point, in Duluth, and announces that he will erect a large storage elevator.

J. W. Jamieson, agent for Chas. Comselman & Co. at Jefferson, Iowa, has completed repairs on their elevator at that place, and is now busy shelling out 108,000 bushels of corn.

T. E. Martin, manager of the Canadian Pacific Railway's terminals at Prescott, Ont., announces that the capacity of company's elevator there will be doubled, work to begin at once.

John Kaufman of Claytonville has leased a grain office and platform at Hickman, Ill., for a year, and will buy grain, and may also handle flour and coal. He has put in Fairbanks scales.

S. S. Linton & Co. of Minneapolis have incorporated with a capital stock of \$10,000 to engage in the grain commission business. J. S. Linton will have the management of the company.

Henry Nungesser & Co., dealers in wholesale grass seed, etc., at New York City, have dissolved partnership and M. H. Duryea is now carrying on the business under the same firm name.

The Superintendent of the Bureau of Building at Buffalo, N. Y., has ordered repairs made to the Lyons floating elevator in the Buffalo River, saying the structure is in a dangerous condition.

The Steel Storage and Elevator Construction Co. recently closed a contract with The Marshall Milling Co. of Marshall, Minn., for the erection of a 50,000-bushel steel pneumatic grain elevator.

The Rockford Sugar Refinery Co. of Rockford, Ill., expects to commence work on its 300,000-bushel elevator at that place next month. Plans have been prepared, but the contract has not been let.

F. P. Lucas, formerly of Xenia, Ohio, has secured a grain warehouse at Oxford, Ohio, where he is buying grain. The citizens of the town bought an elevator, which will be moved to the warehouse.

D. K. Nusicker has traded property at Fairbury, Ill., for A. M. Black's elevator and grain business at Fremont, Iowa. For the present Mr. Black will remain in charge of the business for Mr. Nusicker.

J. J. Hill, president of the Great Northern R. R., and who recently purchased the site of elevator A2 at Minneapolis, which burned some time ago, will build a 1,500,000-bushel elevator at that place.

The Standard Grain Co. has been incorporated at Superior, Wis., with a capital stock of \$5,000, divided into 100 shares, of \$50 each. The incorporators are: J. Q. A. Braden, B. C. Cooke and E. B. Manwaring.

A. Harris of Webster City, Iowa, representing Howard & Co.'s system of elevators, is making preparations for the erection of an elevator and grain office at Fort Dodge, where he will buy grain for his company.

Thos. A. McIntyre, of The Brooklyn Wharf & Warehouse Co., recently purchased for \$1,500,000 five acres of land with water frontage of 513 feet at New York City, which belonged to the J. T. Robinson estate.

The Hadden-Chandler Co. has been incorporated at Milwaukee, Wis., with a capital stock of \$2,000, to carry on a grain and brokerage business. The incorporators are: E. G. Hadden, B. K. Chandler and H. M. Hadden.

The Green Bay Elevator Co. has been incorporated at Green Bay, Wis., with a capital stock of \$60,000, to operate the new elevator to be erected. The incorporators are: W. W. Cargill, W. B. Gneizius and W. S. Cargill.

Geo. E. Bartol & Co., commission merchants of Philadelphia, Pa., announce that they will dissolve partnership next October, upon the expiration of the present agreement. The firm is composed of Geo. E. Bartol, Geo. H. Rogers and J. D. Samuel, and is one of the oldest houses in the city. The ori-

ginal house was established by B. H. Bartol in 1857, and only of late years has identified itself with the grain business.

Frank Jones has purchased the grain warehouse and other property of E. T. Shelley at Perrysville, Ohio, where he will engage in business, giving up farming. The property consists of warehouse, coal sheds, sidetrack, scales, etc.

The G. E. Gee Grain Co. of Minneapolis has opened a branch office at Duluth, where H. D. Gee will have charge of the business under the firm name of H. D. Gee & Co., operating in connection with the Minneapolis house.

The National Rice Milling Co. is expending \$40,000 on additions and improvements to its mill "A" at New Orleans. New machinery has been added, and when completed the plant will handle 20,000 bushels daily, double its former capacity.

The B. S. Constant Co. of Bloomington, Ill., has sold to Cutsinger & Thompson of Edinburg, Ind., a No. 12 Combined Receiving Separator and one No. 1 Western Sheller. They formerly installed Constant Grain Feeders in their elevator.

N. N. Erskine & Son, dealers in grain, coal and lumber at Tilden, Neb., are erecting an elevator at that place. The house will be covered with corrugated iron, have a capacity of 12,000 bushels, and will be run by horse power for the present.

J. H. Eversole, of the old firm of Eversole Bros., Hindsboro, Ill., writes us that he has leased an elevator at Potomac, Ill., where he will transact a general grain business. Mr. Eversole will refit the elevator and put in a gasoline engine to furnish power.

J. Q. Adams & Co., grain merchants, contemplate the erection of several grain warehouses in Eastern Washington for shipping purposes. E. Cardin, the company's representative at Seattle, Wash., is making arrangements to begin the construction of the houses.

E. Freeman of 929 Dorr street, Toledo, Ohio, is making plans and bills of material for elevators Nos. 1, 3 and 4, for The Toledo & Wabash Elevator Company at Toledo, Ohio, so that the company may have same to enable it to more readily adjust losses in case of fire.

E. L. Wheeler & Co. have succeeded to the firm of B. H. Durham & Co., grain dealers of Onarga, Ill. E. L. Wheeler has had charge of Durham & Co.'s business at that point for some time, and has purchased their elevator and other interests and will continue the business.

The warehouse of E. P. Mueller at Milwaukee, which was partly destroyed by fire recently, is being rebuilt. The fire, although stopping the drying of grain, did not interfere otherwise with the company's business, which is running as usual. The damage to the warehouse will be fully repaired by the first of September.

Chas. S. Dole of Crystal Lake, Ill., is reported to have failed. Mr. Dole was at one time at the head of the elevator firm of Armonr, Dole & Co. of Chicago, and was one of the largest commission men and grain dealers in Chicago. He left the grain business 20 years ago and gave his attention to raising stock on his farm at Crystal Lake.

The South Carolina & Georgia Railroad Co. contemplates the remodeling and enlarging of a building at Charleston, S. C., originally constructed for a rice elevator, so as to change it into a modern grain elevator, with a storage capacity of about 200,000 bushels. The cost of the improvements will be about \$10,000. E. S. Bowen can give particulars.

James Stewart & Co. of St. Louis, Mo., who obtained the contract for the erection of the 1,000,000-bushel elevator for the Illinois Central Railroad, are being commended for their rapid work on the structure. The company is represented by W. A. Calhoun, and 600 workmen are now employed on the building. It is the intention of the contractors to complete the work early in November.

The Bush Company, Limited, of Brooklyn, N. Y., decided some time ago to build a large elevator in connection with its present plant. The elevator was to have been of iron and steel, with a capacity of 2,000,000 bushels, and cost \$500,000. Plans were prepared, but subsequently the company decided to postpone further action until next year on account of the present uncertainty in financial matters.

John S. Metcalf & Co. of Chicago have contracted to furnish plans and specifications and superintend the construction of the 1,500,000-bushel elevator to be built at Portland, Maine, for The Portland Elevator Co. This company was recently incorporated by officials of the Grand Trunk Railroad, with the following officers: President, John W. Loud; vice-president, George P. Wescott treasurer, Charles Percy; clerk, A. A. Strout; directors, John W. Loud, Geo. P. Wescott, Charles Percy, A. A. Strout, Fred E. Richards, Weston F. Milliken, M. R. Goding, Frederick Smith, Charles M. Hays. The capital



stock of the company is \$50,000, and it will issue \$200,000 worth of bonds, which have already been subscribed for. Work on the plans has already been commenced, and it is expected that bids for the construction will be asked for soon.

The contract for the erection of W. W. Cargill's elevator to replace the one burned at Green Bay, Mich., some time ago, was let for \$75,636, other bids being \$75,950, \$78,400, \$80,900, \$91,365. The elevator will have a storage capacity of 500,000 bushels, handling capacity of 50,000 bushels per day, and from four spouts grain will be loaded into vessels at the rate of 25,000 bushels per day. A 200-horse power engine will supply the power.

The new million-bushel elevator that is to be built this season by the Maple Leaf Railway Company on the land it recently acquired in Kansas City, Kan., is to be something of a novelty among buildings of that class in the West. Instead of being built of wood it is to be constructed of brick and stone, fireproof in every particular, with large steel tanks in which to store grain. The Maple Leaf adopted that plan of construction after an exhaustive investigation of the matter and inquiry among grain men and millers. There are no elevators of that character in the West. There is one at Toledo, and it has given the best of satisfaction, and grain has been left there for many months with perfect satisfaction. The tanks are said to be far superior to the bins so long used. The insurance rate on the fireproof building is less than half what is charged against the wooden buildings. The reduced cost of insuring the grain stored there will also be an attractive feature to the grain owners and is expected to give the new elevator an advantage in the business.—Journal, Kansas City.

## CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

**KENTUCKY**, New Haven, Nelson Co., Aug. 4.—Wheat in this vicinity is about all thrashed. Most of it is in bad condition. F. C. STREUFERT.

**NEW YORK**, Cato, Cayuga Co., Aug. 12.—The new wheat is of very good quality, but the yield is only one-half the average, not over 10 bushels per acre. ROBERT R. PODGER.

**COLORADO**, Burlington, Kit Carson Co., Aug. 4.—There is very little wheat, probably enough to seed another year for the few farmers that will stay here. J. LOWRY EACHER.

**INDIANA**, West Union, Parke Co., Aug. 5.—Corn is looking fine. A great deal of bottom corn was damaged by the overflowing of the Wabash River. There is plenty of wet wheat here. H. W. CARR.

**RICE**.—According to the government report the average condition of rice on July 1 was: In North Carolina, 94; South Carolina, 92; Georgia, 99; Florida, 93; Alabama, 103; Mississippi, 94; Louisiana, 75.

**KANSAS**, Altoona, Wilson Co., July 27.—The average yield of wheat per acre is 20 bushels. It has a small, plump berry. Our wheat is all soft winter. There never was a better outlook for the corn crop. J. L. SAUNDERS.

**MANITOBA**, Hargrave, Dennis Co., July 29.—The old wheat is all out of the farmers' hands. We have about 5,000 bushels of wheat in store here. The outlook for the new crop is a yield of not more than 50 per cent. of last year's for all cereals. E. A. HOLMES & CO.

**KANSAS**, Belleville, Republic Co., Aug. 5.—The yield of wheat will average about 12 bushels per acre. Two-thirds of it is No. 3 or poorer. Our best wheat, about one-third of the crop, yields 20 to 32 bushels per acre. Milling wheat grinds easily and yields fairly well. BELLEVILLE MILLING CO.

**IOWA**, Ida Grove, Ida Co., Aug. 6.—The wheat crop is good. We have had considerable rain during harvest, and the oats have been damaged to some extent by it. There is a great deal of corn, which is now in fair condition. In Western Iowa the crop will be a little bit late. F. D. BABCOCK.

**IOWA**, Marcus, Cherokee Co., Aug. 6.—The wheat is damaged considerably by wet weather and will not be an average crop. Oats are badly damaged; will be a light crop. Corn is looking well. A good many fields have been damaged somewhat by hail. With favorable conditions will have a good crop. E. J. EDMONDS.

**MICHIGAN**, Chesaning, Saginaw Co., Aug. 10.—New wheat made its appearance about July 3, and we have been receiving considerable since then. The berries are middling plump, but nearly all is a little damp, testing from 56 to 61 pounds per bushel. The yield of wheat is very poor, considering its fine appearance in the field, averaging about 7 to 10

bushels per acre. Rains have been very frequent of late, and the oats crop is two-thirds ruined by wet weather. M. L. PARSHALL.

**IOWA**, Woodbine, Harrison Co., July 31.—The yield of wheat in this section of the country is 12 bushels per acre. Millers find it very hard to grind. J. T. RAWLINGS.

**NEBRASKA**, Orleans, Harlan Co., Aug. 7.—New wheat is just coming in. It is of fair quality, testing 57 to 61 pounds per bushel. We have had an abundance of rain, and a big corn crop is certain. Wheat is 40 cents per bushels, old corn 15 cents, new oats 6 cents per bushel. G. E. HUNT.

**SOUTH DAKOTA**, Watertown, Codrington Co., Aug. 10.—We are in the midst of harvest, and I think this county has the best crop of wheat ever raised in this section, both as to quality and yield. Flax, oats, barley, and corn, and almost everything in South Dakota is first-class this year. W. H. STOKES.

**KANSAS**, Osage City, Osage Co., Aug. 12.—Late corn has been injured by hot winds the past week; early corn is out of the way. Stocks of corn are heavy. Not much cribbed corn has been moved during the recent cut rates. Farmers are selling corn for 17 to 18 cents. No wheat or oats of any amount are raised here. ASHER ADAMS.

**ARKANSAS**, Batesville, Independence Co., July 30.—Our wheat crop is very short this year. The yield is 7 bushels per acre, and only one-quarter of an average acreage was planted. Our farmers were disheartened on account of the wet season last year, and seed being scarce they had to plant sprouted wheat in many cases. Some got good stands, while others did not. SIMMONS MILL CO.

**WEST VIRGINIA**.—The crop bulletin issued by the State Weather Bureau August 6 gives a report by counties of the damage by the recent cloudbursts, high waters, etc. Great damage was done in the northern counties and the Ohio Valley. Wheat and oats are sprouting in the stacks and potatoes are rotting in the ground. In Randolph County alone the damage is estimated at \$100,000 to the farmers. Fields of corn and gardens were washed away.

**WISCONSIN**, Hartland, Waukesha Co., Aug. 11.—The grain raised here is mostly barley. The yield will be 20 to 40 bushels per acre, the acreage being about the same as last year. The quality is not good, being light in weight and colored. The oats crop is fair, yielding about 50 bushels per acre, but light in weight. The corn looks well, and the potato crop is good. There is a good deal of old grain in farmers' hands, perhaps one-quarter, but it is hard to say. J. B. AUDLEY.

**KANSAS WHEAT**.—C. V. Topping, secretary of the Kansas Millers' Association, issued a report August 1, compiled from reports received from 48 counties, which yielded a total of 17,402,265 bushels, the yield ranging from 3, 4 and 5 bushels in several counties up to 20, 25 and 30 in a few. The same counties gave a yield in 1895 by the state report of 8,512,395, based on a total yield of 15,500,000, which was later raised to about 22,000,000 bushels. At the same ratio he could not figure a yield of over 35,000,000, and it will probably fall as low as 30,000,000. The crop has been considerably damaged by too much rain. While the yield may not be cut down much, the quality will be cut fully a grade.

**POTATOES**.—According to the government report the acreage of Irish potatoes compared with last year and the average condition July 1 were: Maine, acreage 79 per cent., condition 91 per cent; New Hampshire, 88, 93; Vermont, 82, 92; Massachusetts, 93, 101; Rhode Island, 89, 88; Connecticut, 90, 90; New York, 91, 99; New Jersey, 94, 108; Pennsylvania, 93, 103; Delaware, 90, 90; Maryland, 88, 98; Virginia, 93, 91; North Carolina, 99, 86; South Carolina, 100, 41; Georgia, 88, 76; Florida, 80, 74; Alabama, 100, 75; Mississippi, 94, 84; Louisiana, 100, 64; Texas, 90, 59; Arkansas, 118, 80; Tennessee, 90, 83; West Virginia, 115, 108; Kentucky, 102, 104; Ohio, 94, 116; Michigan, 88, 103.

**MICHIGAN**.—The Michigan crop report issued by the Secretary of State August 1 shows the average yield of wheat per acre as estimated for the state is 10.69 bushels. These figures indicate a total yield of about 15,900,000 bushels. The heavy rains since harvest have done much damage to wheat, causing growth in the stack. Complaint of damage from this cause is quite general. The number of bushels of wheat reported marketed in July is 580,622, as compared with 437,804 bushels in July, 1895, and the amount marketed in the twelve months, August to July, is 9,250,104 bushels, as compared with 11,007,604 bushels in the same months last year. It is seldom that any crop is reported in better condition than is corn at the present time. The average for the state is 101 per cent. Oats are estimated to yield 31 bushels per acre in the state. This crop has been considerably damaged in the fields by the heavy rains. Cutting has been delayed, and where cut the crop has been damaged in the shock. The average condition of potatoes is 92, and of beans 95 per cent. In the southern counties it is 97. The

yield per acre of clover and timothy hay is estimated at 72 per cent. of the yield in average years. Compared with the vitality and growth of average years the condition of meadows and pastures is 82, and of clover sowed this year 83.

**GOVERNMENT CROP REPORT**.—Corn.—The report of the statistician of the Department of Agriculture for August indicates an improvement in the condition of corn over that reported last month of 4.4 points, or from 92.4 to 96. The averages of the principal states are: Ohio 105, Kentucky 102, Indiana 105, Illinois 106, Iowa 103, Missouri 85, Kansas 109, Nebraska 108. Spring Wheat.—The condition of spring wheat has fallen since July report from 93.3 to 78.9, a decline of 14.4 points. The condition by states is as follows: Michigan 83, Illinois 83, Wisconsin 82, Minnesota 80, Iowa 84, Kansas 55, Nebraska 77, South Dakota 89, North Dakota 70, Washington 90, Oregon 90, California 109. Oats.—The condition of oats has fallen since last report 19 points, or from 96.3 to 77.3. Spring Rye.—Spring rye condition is 88, against 98.6 in July. Barley.—Barley has fallen from 88.1 in July to 82.9 for August. Irish Potatoes.—Condition of Irish potatoes 94.8, against 97 in July.

**OREGON**.—Advices from Portland under date of August 2 are to the effect that the wheat crop of Oregon will be below the average, and it is doubtful if there will be more than 200,000 tons for export. By "Oregon" is meant not only the state of Oregon but all that immense tributary country of the Palouse, Walla Walla and Eastern Oregon, tributary to the Columbia River, whose crop has been largely handled through Portland. Unfavorable weather has damaged the wheat yield throughout Eastern Oregon and Washington. The crop will be at least 25 per cent. short. The trouble has been largely the hot winds. It is believed that north of the Snake River the crop will not average above fifteen bushels to the acre. This is not much over half a good crop. South of the Snake, much of the wheat was out of the way before great damage was done. Harvesting continues as late as October 1 in the higher Palouse districts, and fall snows have been known to overtake the farmer before he had garnered his wheat.

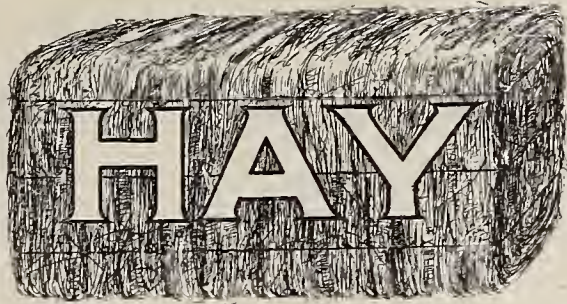
**OHIO**.—The State Board of Agriculture issued a report showing the condition of the growing crops in Ohio on August 1, as follows: Since the last report, July 1, most disastrous results have befallen the grain crops and not a little damage to the potato crop. Oats, that showed such flattering prospects on an increased area, have, in many portions of the state, been ruined or badly damaged by the incessant rains of July. The sheaves in the fields are rotting and will be worthless for the market, while much has not been cut, it being impossible to get a binder into the fields. The estimate is 81 per cent., against 101 last month. A large quantity of the very short wheat crop had not gone into the barns or stacks when the heavy rains came on, and all standing in the sheaf is damaged and much of it ruined; it has sprouted, and the sheaves are green. The average condition or per cent. is 41, a reduction of 4 points since the estimate on July 1. The potato crop has received its share of damage from rains. Many are rotting in the ground. In the southern part of the state, on the river bottoms, many thousand acres of corn were completely submerged by the high waters, and the crop is a total loss. This loss will reduce somewhat the general high average for this staple reported last month. This has been a most disastrous season for the farmers of Ohio, who have had to contend first with the winter killing of wheat, and later with water, windstorms, insect pests, etc., damaging the maturing crop so that the end of the year must show very little, if any, profit.

**LOUISIANA RICE CROP**.—The rice crop of 1895 was something more than a million and a quarter sacks, hence as crops go in this state, it was a very large one. Not only was the yield large, but it was of poor quality, a fact which hurt its sale. It had also to encounter low prices for foreign rice and extremely low prices for all other forms of food products with which it has to compete. Under such circumstances it is not surprising that a low range of prices prevailed, leaving little profit for any branch of the industry. The producers were naturally the worst sufferers, as they realized on much of their product, particularly the low grades, scarcely enough to pay transportation and costs. The natural result of the losses so sustained by producers has been a decided curtailment of acreage for the present crop. The decrease in acreage is confined to no particular portion of the rice belt, but is general, affecting the river sections as well as the Calcasieu district. The weather during the growing season has not been favorable, a lack of sufficient moisture having been hurtful in those portions of the rice belt removed from the river. As a natural result of these causes the crop of 1896 promises to prove very much smaller than that of last year, just how much smaller, of course, it is impossible to even conjecture with any degree of accuracy. As a result of this general belief in a short crop the moderate surplus left over from last season has ceased to exert any depressing



influence. Prices for foreign rice have also risen, thus holding out a promise of less competition from the foreign article during the season just opening. All things considered the season of 1896 opens with indications of a much better range of prices than prevailed last year, and with the promise of a crop of much better quality, even if considerably short in quantity.—New Orleans Picayune.

**KANSAS.**—A report on the condition of the growing crops July 31, together with estimates by its correspondents of the yields of wheat, rye, oats, barley, flax and hay applied to acreages of each returned by township assessors was issued by the Kansas State Board of Agriculture August 6. The figures on yields are a consensus of those made by farmers, millers and thrashermen, each one especially counseled to "make none but safe estimates." The effort to ascertain the facts as to wheat has been even more than usually painstaking so early in the season, and it is believed the results obtained will very closely correspond with those developed later when most of the thrashing has been done, and the final revision made. **WINTER WHEAT.**—The yield of winter wheat for the state aggregates 29,258,449 bushels, an average of 9.14 bushels per acre on the 3,198,983 acres sown; the range being from practically nothing in five or six southwestern counties to 23, 24 and 25 bushels in Brown, Nemaha and Washington counties respectively. A fraction less than 75 per cent. of the total product, or 21,892,403 bushels, has been grown in 59 counties in each of which the average is 10 bushels or more per acre. In quality four-fifths of it is reported "medium," or below, while the remainder is rated "good," and in a few instances "very good." The better grades are, as a rule, found in the localities having the heavier yields, but not invariably. In the western and southwestern counties the poor quality is due to lack of seasonable moisture to properly develop the berry, while in the others considerable injury was sustained from a succession of heavy rains after the grain was in shock. In much of the territory where the crop failed in yield the failure is reported as not due to lack of rainfall alone, but to strange and unexplained atmospheric conditions, blasting and withering the plants from the tops downward before and at the time of heading, in fields that were most promising. The estimates indicate that 36 per cent. of the year's product will be marketed within the next 60 days, and that where the crop has done fairly well this year the acreage for next will not be materially diminished. The quantity of wheat on hand in March, as found by assessors, was 1,973,958 bushels; one year before it was 3,672,083 bushels. **SPRING WHEAT.**—The land in spring wheat is returned as 164,072 acres, and its yield 1,148,504 bushels—an average of 7 bushels per acre. The quality, like that of winter wheat, is not high, and from the same causes. Spring wheat is a minor crop in Kansas, and is but little sown outside the northern counties. In most others where reported at all the acreage is but nominal. **RYE.**—Acres, 110,251; yield, 1,059,890 bushels; yield per acre, 9.61 bushels; quality, medium. Largest acreage and product in Dickinson and Saline counties. **OATS.**—With few exceptions both the yield and quality of oats are reported poor, rust having been the cause. The acreage is 1,460,197, and the yield 19,762,647 bushels, or but 13.53 bushels per acre. The largest acreage and total product (903,632 bushels) was in Washington County, and the highest yields per acre in Wyandotte and Atchison. **CORN.**—In the corn belt of the state, and, in fact, generally, the range of condition is unusually high, the average being 97 for the entire acreage, and 40 counties report it at from 100 to 116. Of these 12, viz., Butler, Chautauqua, Clay, Cloud, Cowley, Elk, Geary, Labette, Marshall, Morris, Nemaha and Washington report 110, or above. The present condition for the state as a whole is an advance of 7 points over the promising outlook reported May 31, when but 14 counties represented a condition of 100 or above. Most of the 10 days prior to this writing (August 6) have constituted a period of intensely hot, drying weather, with but little rainfall on corn territory, except in Norton, Phillips, Smith, Jewell, Republic, Washington, Marshall and Mitchell Counties. In the southern half of the state most of the early planted corn is fairly past possible failure, but in much of the other half the rains needed at once to insure any considerable yield of merchantable corn will be most anxiously watched for. **BARLEY.**—Acres, 179,092; yield, 851,079 bushels; yield per acre, 4.75 bushels. The largest product (68,205 bushels) is in Rawlins County; Graham and Ness have also more than 60,000 bushels each. **FLAX.**—Acres, 223,041; yield, 1,620,127 bushels; yield per acre, 7.26 bushels. Ten counties have more than 12,000 acres, Allen leading with 16,734 acres; and a product of 150,603 bushels. Anderson, Elk and Wilson also have more than 100,000 bushels. **HAY.**—Average yield of timothy, 1.70 tons per acre; clover, 1.90 tons; prairie hay, 1.10 tons. The condition of other crops is as follows: Broom corn, 85; castor beans, 85; clover, 96; timothy, 95; alfalfa, 88; pastures, 95; sorghum, 91; Irish potatoes, 70; millet, 88; Kaffir corn, 90; milo maize, rice corn or Jerusalem corn, 87. F. D. COBURN, Secretary.



Hay baled just before shipment will sell the best.

Grade close in the country; they inspect close in the city.

Attend the meeting of the National Hay Association at St. Louis, September 8.

The commission man who declines to receive more hay than he can sell will be sought by shippers.

Louis Roach, dealer in hay at Toronto, Ont., failed recently. His liabilities are placed at \$75,000, assets \$10,000.

Hay balers will save \$1 to \$1.50 per ton by seeing that their hay is free from dirt and all other impurities.

Hay dealers and shippers should carry on missionary work among farmers in regard to their hay salvation.

The country hay shipper who looks out for quality as well as quantity is the one who will pocket returns this season.

M. Whitcomb & Co., hay, feed and flour dealers of Minneapolis, Minn., recently sustained a loss of \$2,000 by fire, which was partially covered by insurance.

Barrett Bros', large hay barn at Owaneco, Ill., was burned July 17, together with several hundred tons of hay, presses, and other machinery. The loss was \$5,000.

The National Hay Association has a great subject to deal with, and one of great importance to the trade, in the matter of freight rates and transportation facilities.

Hiram Miller's barn at Flackville, Ill., was burned August 3, the fire being caused by spontaneous combustion of hay. There were 100 tons of hay and considerable grain in the barn. Loss \$3,500; insurance \$2,500.

The San Mateo Farmers' & Producers' Association has been organized at Redwood City, Cal. It is the intention to handle principally the hay product of the section. A storehouse has been opened in San Francisco.

U. M. Thomas recently began suit against The Kansas City Hay Press Co. to recover on a check for \$2,500, which he says was given him by the company, and which the bank upon which it was drawn refused to cash.

Spontaneous combustion started a fire in the hay barns of Barrett Bros., at Owaneco, Ill., July 15, which destroyed barns and contents, consisting of several hundred tons of hay, machinery and presses. Loss \$6,000. Insurance \$1,450.

The National Hay Association will be incorporated under the laws of the state of New York before the time of the annual convention. Mr. Willis Bullock, Chairman of the Committee on Legislation, has taken the necessary preliminary steps.

There has been a great deal of dissatisfaction in the hay trade during the past season, both from the standpoint of the receiver and the shipper, and both look to the National Hay Association with the hope that good work will be done in their interest at the coming convention.

The Committee on Hay and Straw recently appointed for the Baltimore Chamber of Commerce consists of the following members: James T. Clendennin, chairman; William Hopps, vice-chairman; J. M. Frisch, Daniel Rider, term expires July, 1897; Philip Singleton, term expires July, 1899.

With its issue of July 15 the "American Elevator and Grain Trade" began its fifteenth volume. We congratulate the publishers of this enterprising and ever progressive monthly on the successful termination of its fourteen years of useful existence, and wish for it many more years of general good and prosperity.—Hay Trade Journal.

Philip Frank's warehouse at Mobile, Ala., which was occupied by St. John & Co. as a hay warehouse, was partially destroyed by fire July 27, which is supposed to have been caused by spontaneous combustion. It is said that during recent heavy rains the lower floor of the building was flooded and several bales of hay were soaked by the water. This produced a dampness, and with the dry hay on top it became so hot that a blaze resulted. The build-

ing was insured, and the stock, which consisted of baled hay and corn, and which was materially damaged, was insured for \$2,000.

It will pay the shipper to exercise great care in grading the hay he ships this season. He should never forget that his hay competes with that of others in the market.

The third annual convention of the National Hay Association will be held at St. Louis, Mo., beginning Tuesday, September 8. Many important matters will come before the convention, and there should be a good attendance. The Association has been very beneficial to its members in the past, and with their continued support many needed reforms will be accomplished.

A shipper who was denouncing the methods of a commission man recently was advised to change the color of his hay. This bit of advice points an obvious truth, namely, that commission men and shippers must work together, the interests of one being the interests of the other. Commission men can no more afford to treat shippers in an underhanded manner than the shippers can afford to swindle the commission men.

Special reports indicate that the hay crop of Jefferson County, New York, is 45 per cent. of an average, but of excellent quality. The crop is one of the lightest ever grown in the county. In St. Lawrence County hay has yielded a fair crop, with an average of about 60 per cent. In some sections of Lewis County hay is better than last year. The average will be about half a crop. The hay yield in Oswego County is light, with considerable June grass.

Despite the different adverse reports of the hay crop of this province, says the Trade Bulletin of Montreal, Quebec, the most recent advices after all attest that a fair yield of average quality has been secured so far; and if the weather continues favorable the final outcome of the crop will be better than was at one time expected. There are a few localities, however, where the growth of hay has been stunted by dry weather; but on the whole the province will have ample for all requirements.

Many hay men, and not very old ones, either, can very well remember when baling hay first began in this country. Before that time, curiously enough, it was never imagined that such a bulky article as hay would ever be shipped, in the vast quantities it is to-day, from the United States and Canada to Europe. But now trainloads of prairie hay are shipped from the West, from Manitoba even, to Liverpool at a profit to the original shipper. In the early days of the hay trade profits were large, and expenses few. To-day these conditions are reversed, and the hay man is a business man.

The margin of profit in hay sold is thus figured out by a contributor to the New England Farmer: Analyses of hay show the percentage of the fertilizing ingredients to be: Nitrogen, 1.38; phosphoric acid, .36; potash, 1.57. At the station valuation of these articles the value of the fertility which the hay takes from the soil is \$5.95. This means that with every ton of hay sold from a farm about \$6 worth of fertility has been sold. To sell hay at a profit this amount must be returned and also the labor of cutting and curing, which will average less than \$4 per ton. Here, then is the cost of a ton of hay—\$10. If it is fed on the farm, the net cost (the cost less value of fertilizer retained) is some less. This statement, however, must be taken with a grain of reserve, for hay varies much in composition and the published analyses are only averages. The hay in some cases may be worth much more. But the average cost of a ton of hay at \$10 and the good demand for hay at much higher prices lead many good farmers to claim that hay is too valuable an article to feed in the production of 19-cent per can milk, when the needed elements for food can be secured much cheaper in other materials.

About three months ago the Iowa Railroad Commissioners issued an order which made effective an increase of about 25 per cent. on all hay freight rates in the state. There had been no hearing, and the shippers did not know till the order was issued that it was contemplated. Shippers of Western Iowa annually ship thousands of carloads of hay to the eastern part of the state, where not enough is produced to supply the local demand. The shippers say that under the new rate they will be able to ship hay in the state under the interstate rates, which remain unchanged. They have taken their case before the Commission, asking for the restoration of the old rates. The commissioners say they did not intend to raise the rate and claim that making a sliding scale of minimum car weights, 20,000 pounds for 34-foot inside car measurement, 1,000 pounds added or subtracted for each foot more or less, has reduced charges on small cars; that statistics show a large majority of shipments were in cars less than 34 feet long, on which some roads charged 19,000 or 20,000 pounds minimum. But hay shippers showed the new minimum rule was very little benefit, because nearly all lines had met the 15,000 minimum of the Milwaukee; that inter-



state rates were lower, and claimed the hay business would be ruined by the new rates. Representatives of nearly all Iowa lines appeared to ask that the present rates stand, as the former rates were unremunerative and lower than those of adjoining states.

Nothing has been heard of the hay warehouses which, it was reported some months ago, were to be erected at Chicago by private parties. It is to be regretted if the project has been abandoned, for Chicago hay dealers are in need of facilities for the proper handling of hay, and in justice to themselves and shippers should have them. While it is deplorable that the railroads of Chicago do not supply adequate facilities for the accommodation of the hay trade, it is not at all surprising, for many of the hay men themselves seem utterly indifferent regarding the matter. Chicago hay men should have an organization, a good local association, to look after their interests.

#### HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics hay aggregating 20,791 tons, valued at \$206,152, was imported in June, against 26,858 tons, valued at \$187,948, imported in June, 1895; and during the year ending June 30 hay to the amount of 302,652 tons, valued at \$2,773,535, was imported, against 201,900 tons, valued at \$1,433,716, imported in the same time in 1894-95.

Of imported hay we exported none in June, 1896 or 1895, none during the year ending June 30, and 45 tons, valued at \$380, during the year ending June 30, 1895. Of domestic hay we exported 5,094 tons, valued at \$73,769, in June, against 3,377 tons, valued at \$52,536, exported in June, 1895; and during the year ending June 30 exports amounted to 59,052 tons, valued at \$874,048, against 47,117 tons, valued at \$699,029, exported in the same time in 1894-95.

#### REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending July 18 the receipts of hay were 5,130 tons, against 3,644 tons the previous week; shipments were 1,352 tons, against 1,291 tons for the previous week. The arrivals of new timothy hay were very large, and the market was overstocked. Demand extremely light, and receivers found it very difficult to effect sales. The market ruled very dull and prices declined \$0.50@1.00 per ton. Strictly choice old timothy was in light supply and inquiry good. A firm feeling prevailed without any special change in prices. The offerings of prairie hay—both new and old—were liberal. A moderate demand existed for choice, sound grades, but poor medium and heating hay was very dull. Prices without material change. Sales of choice timothy ranged at \$8.00@9.50 for new and \$12.00 for old; No. 1, \$7.00@9.50 new, and \$10.00@11.50 old; No. 2, \$9.50 old; not graded, \$8.00 for choice and \$5.00 for heating; Choice Prairie, \$6.00@8.00—outside for Kansas; No. 1, \$5.00@6.50; No. 2, \$5.00@6.00; No. 3, \$4.50@5.00; No. 4, \$3.75@4.00. Rye straw sold at \$5.00@6.50, and oat straw at \$4.00@4.50.

During the week ending July 25 receipts were 3,319 tons, shipments 992 tons. The offerings of old timothy hay were small and a good demand existed on local account. A firm feeling prevailed, with no material change in prices. The market was overstocked with new timothy and a very dull market was experienced. Scarcely any demand, and receivers found it almost impossible to dispose of consignments. Prices declined about 50 cents per ton. Toward the close the arrivals became smaller, but with no increase in the demand, no great improvement can be noted. Upland Prairie was very dull throughout the week. Receipts liberal and demand light from all sources. Prices ruled weak and in some instances lower. Sales of choice timothy ranged at \$7.50@8.00 new; No. 1, \$6.50@7.00 new, and \$10.00@11.75 old; No. 2, \$7.00@10.00 old; not graded, \$4.00@5.00 new heating, \$6.00 for good and \$10.00 for old; Choice Prairie, \$5.00@5.50 Illinois new, \$6.00@7.00 Iowa, and \$7.50@8.00 Kansas; No. 1, \$5.00@7.00 for new Iowa, and \$8.00 old; No. 2, \$5.50@6.00; No. 3, \$5.00; No. 4, \$3.50; not graded, \$5.00. Rye straw sold at \$4.25@5.25, wheat straw at \$3.00@3.50, and oat straw at \$3.50@4.25.

During the week ending August 1 receipts were 2,634 tons, shipments for the week were 901 tons. The market for choice old timothy ruled firm; arrivals small and a good demand existed. The week opened with a large supply of new timothy on sale, and a very dull market was experienced. Later the receipts became lighter, the demand improved somewhat, and although a large amount of old stock remained on the market, a firmer feeling prevailed, with a slight advance in prices for strictly choice sound hay. Coarse and heating hay was about unsalable. Upland Prairie was dull throughout the week. The receipts show a falling off, but the demand was light from all sources, and the arrivals were more than sufficient to supply the trade. It was impossible to keep consignments closed out and there was some accumulation on the tracks. Prices

ruled steady for strictly choice, and \$0.50@1.00 lower per ton for the poorer grades. Sales of choice timothy ranged at \$8.00@9.00 new, and \$11.75@12.00 old; No. 1, \$7.00@7.50 new, and \$10.50@11.50 old; No. 2, \$10.00 old; not graded, \$6.50 for good, \$4.00@5.00 new heating, and \$8.00@10.00 old. Choice Prairie \$6.50@7.00 Iowa new, \$6.75 Minnesota, \$7.50@8.00 Kansas, and \$6.00 Iowa old. No. 1, \$5.00@5.50 for Iowa old, \$6.00 Minnesota, \$7.50 Kansas, \$6.50@7.00 Iowa old, and \$5.00 Kansas. No. 2, \$5.50 Iowa old. No. 3, \$5.00 Iowa old. Rye straw sold at \$4.00@5.25, and wheat straw at \$3.50@4.00.

During the week ending August 8 receipts were 1,998 tons, shipments 406 tons. The offerings of both old or new timothy were light, and a good inquiry existed for choice sound grades. A firm feeling prevailed for old, with a slight advance for new. Poor and heating hay was very dull. The market for prairie hay ruled quiet. Fresh arrivals only moderate, but considerable old stock still on sale. Choice sound grades met with a fair demand and prices ruled steady. Coarse and heating hay was about unsalable. Sales of choice timothy ranged at \$9.00@9.50 for new, and \$11.50@12.00 for old; No. 1, \$9.50 for new, and \$10.50@11.00 for old; No. 2, \$7.50@8.00 for new; not graded, \$5.00 for new heating, and \$6.00@9.50 for good to choice and \$8.50@11.00 for old. Choice Prairie, \$6.75@7.50 for Iowa and \$7.50@8.25 for Kansas. No. 1, \$5.75@6.50 for Iowa and \$7.00@7.50 for Kansas; No. 2, \$5.00; No. 4, \$4.00. Rye straw sold at \$3.00 for heating, and \$4.50@5.00 for good to choice. Wheat straw sold at \$3.00.

## Court Decisions

#### Interstate Commerce—Discrimination.

In the case of the United States vs. Reinhart et al., recently decided by Judge Grosscup in the District Court of the United States for the Northern District of Illinois, and reported in the Chicago Legal News, it was held that there can be no conviction for unjust discrimination under section 2 of the Interstate Commerce act until it is alleged and proved that an advantage in rates has been given to one person over that obtained by another when both persons, fairly considered, are upon an equality in the time, kind and circumstances of their offering; that rebates, drawbacks or special rates are not of themselves unjust discriminations, for it does not necessarily follow that like rebates, drawbacks or special rates have not been extended to all the patrons of the carrier, and that as the indictments in question failed to state any other specific instances of shipment except those of the defendants, they failed to state a sufficient case of unjust discrimination. Where, however, the counts of an indictment under the Interstate Commerce act averred that the railroad company in question was a common carrier between Kansas City and Chicago; that the rate in force between these points for live stock during the period from April to November, 1892, was 23½ cents per hundred; that the defendants were officers of the carrier, and as such officers demanded, collected and received from the shipper on account of shipments of live stock made during that period—namely, more than one hundred carloads of such live stock—the schedule rate then in force, and that in October following unlawfully and willfully gave and paid, and caused to be given and paid, to the shipper a rebate of \$5 upon each carload so transported, the court held that such counts set forth a good cause of action under the provisions of the statute prohibiting variation from the scheduled rates.

#### Legality of Sales for Future Delivery

The Supreme Court of the United States recently rendered a decision involving the validity of contracts for future delivery. The case was that of Theodore Hanson vs. James E. Boyd and others. Hanson had claimed that the contracts for future delivery could not be enforced because they were gambling contracts. The understanding was that final settlement should be made according to the usages and rules of the Chicago Board of Trade. The court below had held that there was nothing illegal or improper in such a proceeding, providing the original contract was lawful, which it had been found to be. This view was confirmed by the opinion. A decision, rendered in the United States Supreme Court by the late Justice Jackson, was in line with this finding. This case was that of B. S. Bibb, plaintiff in error, against Richard H. Allen & Co., on appeal from the middle district of Alabama. The suit was originally brought to recover for commissions for services rendered and money advanced on sales of cotton for future delivery, according to the rules of the New York Cotton Exchange. One of the pleas was that the work performed by the brokers was the making of wagers on the price of cotton, and that the money paid was in settlement of losses from such wagers, and the statute of the state of New York against wagers, bets, etc., and gambling transactions, was set up. It was held that the evi-

dence failed to show that they were wagering contracts; that there was no understanding between the plaintiffs and defendants that the cotton sold for future delivery was not in fact to be actually delivered, and it was testified that there was no understanding, expressed or implied, that the cotton was not to be delivered at the time stipulated in the contracts of sale. The undisputed testimony, it was held, established that the sales were not wagers, but that the cotton was to be actually delivered at the time agreed upon. The decision maintained the validity of the contract for future delivery.

#### Limitations in Bill of Lading.

A stipulation in a bill of lading for the transportation of goods by steamboat and a railroad as a connecting carrier for hire, that neither shall be responsible for damage which shall be occasioned by fire, does not exonerate either of them from responsibility for such damage as shall result from fire occasioned through the fault or ordinary negligence of the agents, servants or employees of the carriers. Notwithstanding such stipulation the carrier is bound to use due care and watchfulness in the protection and safe delivery of the goods of the shipper. If such care was not exercised there is negligence, and a legal liability is made out when such failure is shown. *Maxwell vs. Southern Pacific Railroad Co.* (Supreme Ct. La.), 19 So. Rep., 287.

#### Construction of Contract for Sale of "Merchantable" Wheat.

The acceptance of a part of a quantity of wheat contracted for was not an acceptance of the whole amount, nor an acknowledgment that the undelivered balance was of the required quality, the purchaser having objected to the quality of the portion delivered as soon as he discovered it was not of the kind he had contracted to buy. In an action for breach of such contract the burden of proof was on the seller to show that the wheat which it offered to deliver was of a merchantable quality.

Where large quantities of wheat were received into an elevator, and a good deal shipped out during the season, evidence of certain farmers, who had sold grain to the elevator company, that their grain was of good quality, and, that so far as they knew, there was very little bad wheat in that locality, was insufficient to prove the quality of the wheat remaining in the elevator. And where the evidence shows that the word "merchantable" used in reference to the quality of wheat had a technical meaning in the locality where the contract was made, it will be presumed that the parties, who were dealers in wheat, used the word in its technical sense. Also, that the question as to whether wheat tendered under a contract was "merchantable," as it was stipulated it should be, is to be determined by experts, and not by an inspection by the jury.—*Pacific Coast Elevator Co. vs. Bravinder* (Supreme Ct., Wash.), 44 Pacific Reporter, 544.

#### A LATE CROP REPORT.

NORTH DAKOTA, Hankinson, Richland Co., Aug. 11.—This is a fairly good country for all kinds of grain. Wheat is of good quality, with a two-thirds yield compared with last year. Thrashing will commence in a week or ten days. Some parts of the county were visited by a heavy rain storm August 7, and a good deal of damage was done to the grain which had not been cut. Some fields are so greatly injured that they cannot be harvested and will have to be plowed under. There is quite a lot of old wheat in the country; it sells for 40 to 43 cents per bushel. Corn is in good condition, and a good crop is expected. Oats are fair, excepting on sandy land, where they are very light and will give only a small yield. OTTO A. PRELLWITZ.

#### BOOK NOTICES.

ILLINOIS GRAIN DEALERS' ASSOCIATION.—We are indebted to Secretary B. S. Tyler of the Illinois Grain Dealers' Association for a copy of the constitution of that body dated June 23, 1896. It comprises the constitution, list of directors, committees and membership, and is neatly printed and bound.

A KANSAS SOUVENIR.—F. D. Coburn, Secretary of the Kansas Department of Agriculture, has sent us a Kansas Souvenir, being a book of information relative to the moral, educational, agricultural, commercial and mining interests of the state. To this end it has some 150 pages of copiously illustrated text, admirably setting forth the advantages of the state. It is issued by the Kansas Immigration and Information Association.

The elevator and grain men of Minneapolis, Minn., have consented to a tax assessment of \$1,379,000 on stored grain, to be equitably apportioned among the elevators of the city.



## WATERWAYS

Two barges bound down the Mississippi River for New Orleans with 100,000 bushels of grain, sank August 8 opposite St. Genevieve Island.

The new American lock at Sault Ste. Marie was opened on August 3. The first work on the new lock was begun in April, 1889, and the estimated cost of the lock was \$4,738,865. It is 800 feet long, 100 feet wide, and has a depth of 18 feet of water.

A new line of steamers has been established to run on the Missouri River between Sioux City and Bonesteel, S. D., and it is said that a great deal of grain will be shipped via that route from Northern Nebraska and South Dakota this season. Transportation charges have been fixed at 5 cents per bushel on wheat from Ft. Randall to Sioux City.

The steamer Samoa went on the rocks at Brockville Narrows, in the St. Lawrence River, and sunk recently. It had a cargo of 75,000 bushels of oats, which was almost a total loss, 60,000 bushels of wet oats being given away at Kingston. The barge Celtic, which was in tow with a cargo of corn, also went down, but a part of the cargo was saved.

Chicago people interested in shipping have been stirred up by the report of Government Engineer Marshall, who calls attention to the need of improving Chicago harbor if the river is to continue useful. Chicago harbor should have a depth of 20 feet of water to equal those of Buffalo, Cleveland and other lake ports, some bends in the river will have to be straightened and the tunnels lowered.

There was almost an extraordinary demand at Chicago for water freight room for wheat, corn and oats on August 10. The regular line boats—which are about the only ones in grain commission—are engaged for some time ahead. Rates are firm at 1¼ cents for corn. The liners have a monopoly of the business, and would advance rates but for fear if they did so other tonnage might be attracted.

The report of the traffic on the two Sault Canals during July shows a total of 2,727,869 tons, against 2,477,587 tons during July, 1895. This included 4,716,639 bushels of grain, against 2,726,289 bushels in July, 1895, on the United States canal, and 4,402,914 on the Canadian canal; also, 765,833 barrels of flour, against 858,582 barrels in July, 1895, on the United States canal, and 323,384 barrels on the Canadian canal.

Resolutions adopted by the Montreal Board of Trade, favoring the deepening of the ship channel between Quebec and Montreal to 30 feet, and widening it 500 feet at the narrowest point, and also the deepening of the upper canals to 14 feet, have been laid before the new government officials of Canada. The subject is to receive attention, but it is feared that lack of funds will prevent the immediate undertaking of the work.

By accommodating themselves to the demands of traffic the Erie Canal boatmen have been getting all the business possible. That is not much, for during the latter half of July there were sometimes as many as 400 boats at Buffalo waiting for cargoes. But the rates are kept steady and uniform by each boat taking its turn. The rate of demurrage in New York has been reduced, and the time elapsing before demurrage begins has been lengthened.

The new steamer Queen City is the latest to break the record for big loads of grain. She recently took on 151,000 bushels of wheat at Duluth, with 14 feet 4 inches of water, and was loaded with 202,000 bushels of corn at Chicago, in the latter instance exceeding, it is claimed, all previous records by 37,000 bushels. On August 8 the Queen City sailed from South Chicago for Buffalo with a cargo of 205,000 bushels of corn, equal to 5,754 tons, breaking her previous highest record of 202,000 bushels of corn.

The floating elevator Ceres, which belongs to The International Grain Elevator Association of New York, was sunk in New York harbor on the afternoon of August 8, after being run into by a Cunard steamer. No lives were lost. The Ceres went down in about 30 feet of water. The elevator attachment was built on the hull of an old brig. It was 60 feet in height, and one of the largest floating elevators in the harbor. It was valued at \$30,000, and was partially insured.

The annual report of traffic on the St. Mary's Falls Canal for the year ending June 30, the United States Canal being open 235 days, the Canadian canal 144 days, shows an increase of freight tonnage of 22 per cent. The traffic during the year included, wheat on the United States canal 48,933,340 bushels, on the Canadian canal 10,139,134 bushels. Other grain, on the United States canal 11,865,127 bushels, on the Canadian canal 2,768,929 bushels; flour, on the United States canal 7,570,201 barrels, on the Canadian canal 601,751 barrels. This shows an increase over 1895 (on the United States canal) of 15,553,276 bushels of wheat, 10,361,228 bushels of other grain,

and 1,505,574 barrels of flour. The net cost of operating the canal, including repairs and improvements, was \$60,763.28.

We do not see the force of entering upon another canal scheme, such as that which the promoters of the Georgian Bay and Ottawa River route present to us, entailing a further colossal drain upon the country's resources amounting to many millions of dollars, on the sole ground of its being the shortest and most direct route to the seaboard, when the longer haul from Fort William via Buffalo and New York may again prove the cheaper route and the winning horse.—Trade Bulletin, Montreal.

Of late years there have been great changes in the craft employed in lake commerce. Sailing vessels increased from an average of 156 tons in 1870 to 273 tons in 1885, steamers from 223 tons in 1870 to an average of 487 tons in 1895. In 1862 there were on the lakes 350 steam vessels and 1,152 sailing vessels, the latter having the larger tonnage. Since 1884 the sailing tonnage has remained about stationary, being 300,642 tons in 1895, the steam tonnage increasing rapidly since that time until it is now about three times as great as in 1884.

The canal men are windy if not wise, says the Buffalo correspondent of the Marine Record; that is, when Capt. DePuy is in port with his boats. Recently he marshaled them all together in his fine, persuasive style, retold the story of their wrongs at the hands of the elevators and worked off the usual resolutions, this time asking the Merchants' Exchange to interfere, which, of course, that body will never do. It is no secret that elevator rates stay up, while other things go down, but it is to be feared that the canal men will never prove their case till they get an elevator of their own.

## PRESS COMMENT

### WISCONSIN GRAIN INSPECTION.

The theory that wheat in Superior cannot be inspected under Wisconsin laws is so strange and unnatural that only as many Superior men as you can count upon your fingers uphold it. The opponents of Wisconsin inspection have tried to check this movement by promises, coaxing, threats and bluffs; but their inability to produce anything that would stand the test of sound argument has rendered their efforts of no avail. The Board of Trade is solid for the change, the Commercial Club has endorsed the proposition by a unanimous vote, and back of them stand the united people of the city.—Superior Leader.

### BUFFALO'S EXTORTIONATE ELEVATORS.

The trouble between Erie Canal boatmen and the railroad elevators at Buffalo still continues, with no prospect of settlement. The railroad lines own most of the elevators, and several of the railroad systems also own steamship lines on the lakes. The Erie Canal boats, since the canal was made free, have carried grain cheaper than the railroads would transport it, so the railroads, owning the terminal elevators, put up elevator charges so that the canal boatmen must either raise their rates or run without profit. It will not be surprising if the Empire State goes into the terminal elevator business itself and helps out the boatmen by handling their cargoes at cost.—Superior Telegram.

### GOOD TONNAGE, LOW RATES.

The indications are in favor of the continuance of the present large corn movement at the West. In the first place crop prospects are excellent. Secondly, rates have been heavily reduced. In some cases they have been cut in two. This has started some of the cribbed corn to market. For as the corn was cribbed on the basis of former and higher rates, the recent reduction in the latter means so much in the pockets of the cribbers. From all accounts large quantities of old corn are held in Northern Nebraska and in Iowa. If farmers continue to sell, and the cribbers let go their corn, the equipment of the roads will be taxed to handle a traffic that does not pay—a tonnage that increases operating expenses other than net earnings.—New York Stockholder.

## OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

N. C. Gorden, Barney, Iowa.  
H. E. Furnas, Edinburg, Ind.  
E. J. Edmonds, Marcus, Iowa.  
H. G. Strickman, Elmhurst, Ill.  
F. D. Babcock, Ida Grove, Iowa.  
F. E. Lehman, representing the J. B. Allfree Mfg. Co., Indianapolis, Ind.

## The EXCHANGES

Memberships to the Chicago Board of Trade are selling at about \$650.

Tickets of membership to the New York Produce Exchange were recently quoted at \$220.

The New York Produce Exchange is considering means of curtailing expenses, a necessity arising from the surplus earnings of the Exchange being turned into the Gratuity Fund. It seems to be a question of cutting down salaries.

The New York Consolidated Exchange is still after bucket shoppers. An old member was recently expelled for "acts detrimental to the welfare of the Exchange," who was doing business after bucket shop methods.

About six months ago Argentine, Kan., grades were made irregular on the Board of Trade of Kansas City, Mo. An effort is now being made to have them made regular again. The grades are not satisfactory to most of the Directors, but opinion is divided on the matter.

The Board of Trade of Kansas City, Mo., may remove from its present quarters, and if it does so 200 grain men will follow its example. Trouble arose upon the owners of the building refusing the free use of offices heretofore occupied by the President and Directors of the Board.

The Milwaukee Chamber of Commerce has made the following elevators regular under the rules for the year beginning August 1: C. M. & St. P. elevator "E." The Angus Smith Elevator Co.'s elevator "B." and The C. Manegold Jr. Co.'s Northwestern Marine elevators 1 and 2.

The thirteenth annual report of the trade and commerce of Minneapolis, for which we are indebted to G. D. Rogers, Secretary of the Chamber of Commerce, is an especially valuable number. It contains full reports of the Chamber of Commerce for the year ending Dec. 31, 1895, with full statistical reports, and several railroad maps.

For the first time in the history of the Corn and Flour Exchange of Baltimore, now the Chamber of Commerce, a Chinaman has applied for membership. He is Foo Sam, tea and fancy goods importer, and the head of the firm of Choy Chong Hie Company. But the applicant failed to comply with the rules, which require an indorsement by at least one member in good standing.

Four Directors of the Chicago Board of Trade resigned recently on account of the Armour and other elevators being made regular, and as two, John Hill Jr. and J. C. Ross, refused to withdraw their resignations they were accepted. But now it is being questioned whether the directory in its present form is legal. The rules are explicit in regard to what shall constitute a directory, and no special election has been held to fill the vacancies.

The Board of Directors of the Chicago Board of Trade have made the following elevators regular up to July 1, 1897: St. Paul, 900,000 bushels; City, 1,000,000; Iowa, 1,500,000; Union, 800,000; Indiana, 1,500,000; Wabash, 1,500,000; Rock Island "A," 1,250,000; Rock Island "B," 1,000,000; Pacific "B," 1,000,000; Santa Fe "Q," 1,500,000; Alton "A," 1,100,000, "B," 500,000; Chicago & St. Louis and Annex, 2,000,000; Central "A," 1,000,000, "B," and annex, 1,800,000; Armour "A," 1,250,000, "B," 1,250,000, "B" annex, 3,000,000, "D" and annex, 3,000,000, "F," 800,000; South Chicago "C," 1,500,000, "C" annex, 1,000,000, and the Nebraska City Packing Co.'s elevator.

The following committees have been appointed by the Chamber of Commerce of Baltimore, Md.: Wheat: John C. Legg, chairman; Edwin Hewes, vice-chairman; H. G. Dudley, Alexander J. Godby, James A. Clark, P. W. Pitt, Walter Kirwin, J. C. Vincent, N. H. Hayward. Corn: Wm. J. Doyle, chairman; John W. Snyder, vice-chairman; Samuel Phillips, Robert Marye, E. O. Boyd, C. Bosley Littig, John T. Fahey, James A. Merritt and J. K. B. Emory. Oats: Emory Kirwan, chairman; J. M. Frisch, vice-chairman; Frank Frick Jr., Charles S. Schermerhorn, J. L. Lederer, Rye: Charles E. Parr, Jacob D. Michael, L. M. Jackson, B. Maitland, T. M. Maynadier.

C. F. Orthwein & Sons, grain commission merchants of New Orleans, La., announce their intention of establishing a ship brokers' office at Galveston, Texas, and export a good deal of corn, etc., from that port in chartered vessels.

Grain shippers of Omaha, Neb., are petitioning the State Board of Transportation to appeal to the Interstate Commerce Commission for just rates from Omaha to points in Iowa, declaring that Council Bluffs had a distinct advantage regarding those rates at present.



## PERSONAL

George Bethel has taken a position in C. E. Achorn's elevator at Sutherland, Iowa.

Henry Zimmer will be manager of the Granger's elevator at Pekin, Ill., which is now nearing completion.

B. H. Woodward, with The Peavey Elevator Co. of Minneapolis, was married recently, and has returned from a wedding trip to California.

H. W. Carr has charge of The Newport Milling Co.'s elevator at West Union, Ind., where he is buying grain for that company.

Dudley M. Irwin has severed his connection with the firm of Downey, Irwin & Co., grain commission merchants of Oswego, N. Y., and has taken the vice-presidency of the Chicago O'Neill Grain Co. at Chicago, Ill.

Harry Bartlett, who had been with The H. J. O'Neill Grain Co. at Winona, Minn., during the past three years, resigned his position with that firm August 1, to take the place of bookkeeper for The Interstate Grain Co.

Frank Goodnow, who recently resigned the management of F. H. Peavey & Co.'s Southwestern system of elevators, has accepted the post of general manager of The Burlington Elevator Co.'s elevator at St. Louis, Mo. Mr. Goodnow has a thorough knowledge of the management of elevators and has had wide experience in the grain business.

## Items from Abroad

Indian wheat exports from April 1 to July 25 were 362,000 quarters (of 480 pounds each).

The import duty on corn into Mexico has been reduced to \$1 per cargo of 300 pounds, the former duty being \$1.40.

Holland imported in June 669,000 quarters of wheat (of 480 pounds each), and exported 473,000 quarters; importing 61,000 sacks of flour and exporting 6,000 sacks.

The estimates of the yield of the potato crop in Great Britain show that on 533,000 acres a crop of 3,053,005 tons was secured, against an almost exactly similar quantity produced on much larger acreage—753,000 acres—in Ireland.

Italy imported for consumption during June 447,000 quarters of wheat and 120,000 quarters of corn (of 480 pounds each), against 266,000 quarters of wheat and 98,000 quarters of corn in June, 1895.

Argentine exports from January 1 to July 23 included: Wheat, 2,091,000 quarters (of 480 pounds each) in 1896, 4,397,500 quarters in 1895, 5,621,000 quarters in 1894; corn, 2,821,500 quarters (of 480 pounds each), against 3,659,500 quarters in the year 1895.

During June France imported 1,301,000 quarters of wheat (of 480 pounds each), flour considered as wheat, against 2,500,000 quarters in June, 1895, and 6,000,000 quarters in June, 1894. No wheat was exported in June, while 14,500 sacks of flour were exported.

Exports from Russian and Black Sea ports from Aug. 1, 1895, to July 24, compared with those of the same time of the previous season, were: Wheat, 23,568,000, against 21,239,000 quarters (of 480 pounds each); corn, 2,216,000, against 3,485,000 quarters (of 480 pounds each); barley, 9,758,000, against 12,627,000 quarters (of 400 pounds each).

The Italian government has raised the import duties on barley, rice flour, oat and barley meal, white Indian corn meal, linseed and cottonseed, as well as other grains and grain products. An effort will be made to prevent dishonest speculation, notably the selling of barley mixed with oats and the adulteration of wheat flour by mixing with it Indian corn meal.

Russian exports from Aug. 1, 1895, to July 18, compared with those of the same time of the previous season, included: Wheat, 15,575,000, against 16,029,500 quarters; rye, 5,139,500, against 5,531,000 quarters; corn, 641,400, against 1,056,000 quarters (all of 480 pounds each); barley, 6,703,500, against 9,634,800 quarters (of 400 pounds each); oats, 6,459,500, against 7,412,500 quarters (of 304 pounds each).

Belgium imports from Aug. 1, 1895, to June 30, compared with those of the corresponding period of the preceding season, included: Wheat, 5,425,000, against 5,695,000 quarters (of 480 pounds each); rye, 215,500, against 123,500 quarters (of 480 pounds each); barley, 1,331,500, against 1,248,000 quarters (of 400 pounds each); oats, 272,500, against 540,000 quarters (of 304 pounds each); corn, 1,306,500, against 243,500 quarters (of 480 pounds each). Exports during the same periods were: Wheat, 1,278,500, against 1,284,500 quarters; rye, 63,600, against

84,500 quarters; barley, 181,500, against 202,500 quarters; oats, 16,000, against 69,500; corn, 463,300, against 50,000 quarters.

Imports into the United Kingdom from Aug. 1, 1895, to June 30, compared with those of the same period of the preceding season, included: Wheat, 15,581,900, against 16,379,000 quarters; corn, 9,363,500, against 5,756,000 quarters; beans, 765,500, against 865,000 quarters (all of 480 pounds each); oats, 4,924,200, against 5,302,000 quarters (of 304 pounds each); barley, 5,898,000, against 6,592,000 quarters (of 400 pounds each); peas, 519,600, against 529,500 quarters (of 504 pounds each).

The Indian oil seed crops are summarized as follows: Linseed, acreage, 1895-96, 6,708,585; 1894-95, 7,951,118 average of preceding five years, 7,394,696 acres. Yields, 1895-96 (estimated), 354,409 tons; 1894-95, 325,697 tons; average of preceding five years, 474,633 tons. Rape and mustard seeds, acreage, 1895-96, 12,140,733; 1894-95, 14,181,638; average of preceding five years, 13,638,884 acres. Yields, 1895-96 (estimated), 947,342 tons; 1894-95, 864,111 tons; average of preceding five years 938,735 tons.

## OBITUARY

Aaron Ross, grain dealer of Port Perry, Ont., died recently.

Gilbert Tremblay, of the firm of Tremblay & Son, wholesale dealers in hay, grain, etc., at Montreal, Quebec, died recently.

George W. Keil, of the grain commission firm of P. Keil & Sons, of Pittsburg, Pa., died recently. Mr. Keil was well known in the grain business, having been in the trade for the past 20 years.

Wm. J. Doyle, member of the firm of Newcomer & Co., grain and flour merchants, of Baltimore, Md., died August 4, after a brief illness. Mr. Doyle was born in Baltimore in 1845, and received his education at Walker's Academy, Fell's Point, St. Joseph's Academy, and Loyola College. After leaving college he gained his first knowledge of business in the flour and grain firm of Newcomer & Stonebraker. When that firm was dissolved he was employed by the firm of Newcomer & Co. of which he later became a member. Mr. Doyle was chairman of the corn committee of the Chamber of Commerce, treasurer of the Maryland Institute for the Blind, director in several Southern railroad companies, and a member of the Oliver Hibernian Society. He was also a member of Corpus Christi Catholic Church. A widow survives him.

Henry E. Trubenbach, a well-known grain man of San Francisco, Cal., died suddenly July 14 of paralysis of the brain. Mr. Trubenbach was largely connected with the barley trade, being a heavy shipper. Since 1866, when he arrived at San Francisco from Australia, he had been engaged in the grain business all the time, with the exception of about two years. He carried on grain dealings there four years upon his own account. He then became a member of the firm of M. Waterman & Co. and remained twelve years in that house as a partner. Then he established the house of Trubenbach & Co., which he continued to the end. He was a native of Hanover, and went in early life to Australia. He was about 50 years old. He was a director of the Produce Exchange and a member of the Merchants' Exchange and the Hay Association. Personally he was affable and had many friends.

Daniel Butters, one of the oldest and most popular grain merchants of the Chicago Board of Trade, died August 12 of stomach trouble, at the age of 69. Mr. Butters was born Dec. 22, 1827, in Glasgow, Scotland, his father being a newspaper editor and merchant. He first entered the grain business in his native town. While yet a young man, on the advice of his physician that he must have a change of climate to cure a stomach trouble, he went to Montreal, Canada. Adopting new methods, he grew up with the grain trade there and became one of the heaviest shippers to European countries. He was soon considered one of the merchant princes, having accumulated a large fortune. After the death of his wife and some business reverses caused by partners, he removed to Chicago, and Jan. 1, 1891, became a partner in the grain and stock firm of F. G. Logan & Co. of the Board of Trade. He leaves a daughter, two grandchildren and a nephew, Benjamin B. Bryan, who is also a member of the same firm. He was well known in the grain trade of the United States and Canada, and leaves many friends.

If you believe in the need of a national association of grain dealers send us your name for publication with our list.

Reports show that during four days of July 1,000,000 bushels of export corn have been contracted for shipment from Kansas, Iowa and Nebraska points to the Southern ports by way of Kansas City.

## THE MARKETS

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

Grain report of Collins & Co., Cincinnati, August 7.—The weather the past week has been generally favorable for the thrashing of grain, and considerable progress has been made in consequence, but the reports show that a large proportion of the grain thrashed is of an inferior quality and badly injured by the excessive moisture, and considerable disappointment in the yield is manifest. The market shows more activity, with prices fairly well maintained, and the offerings selling more briskly than what has characterized the market for some time past. WHEAT—Is generally poor in quality and only an occasional carload is of sufficient quality and dryness to pass the No. 2 grade. Wheat suitable for milling purposes sells readily at pretty full values, but with the preponderance of lower grades offering, sales are not so promptly effected of that kind. No. 2 Red at 60¢@61¢ cents. No. 3 Red at 57¢@58½¢ cents. No. 4 at 52¢@55¢ cents; Rejected, damp and musty range from 45¢@50¢ cents, as to quality and condition. CORN—Is meeting with a fairly good demand, although the buying is mostly of a hand-to-mouth character. Prices are ruling steady notwithstanding the recent declines in other markets. No. 2 White at 27½¢ cents. No. 2 Mixed at 26¢@26½¢ cents. No. 3 White at 26¢ cents. No. 3 Mixed at 25¢ cents. EAR CORN—There is very little demand for feeding account. Receipts are fairly liberal and concessions are made in order to effect sales. Choice Yellow at 25¢@26¢ cents. Mixed and White at 24¢@24½¢ cents. OATS—Liberal receipts and fairly active inquiry has prevailed the past week, the offerings are principally of an inferior musty and damaged character. (Good old oats and the few cars of the new crop that grade No. 2 sell quickly at full prices.) Grades below No. 2 vary in value considerably, and depend on weight, quality and condition. Old No. 2 White at 25¢@25½¢ cents. No. 2 mixed at 21½¢@22¢ cents. No. 3 at 23¢@23½¢ cents for White, 20¢@20½¢ cents for No. 3 Mixed, new No. 2 White at 23¢@23½¢ cents. No. 3 at 19¢@20¢ cents. No. 2 Mixed at 19½¢@20¢ cents. No. 3 Mixed at 17¢@18¢ cents. Rejected at 15¢@16¢ cents. Hot and damaged range from 13¢ for very poor, to 16¢ cents for good stock but just passing through the sweat. RYE—Rye is steady with the offerings small. No. 2 at 30¢@31¢ cents. No. 3 at 28¢ cents. Choice will bring a little more. HAY—Receipts for the week 806 tons, shipments 110 tons. For the corresponding week last year the receipts were 1,291 tons and shipments 101 tons. The weather has been such as to deter the movement of new timothy to a more or less extent, although the arrivals are beginning to come forward now a little more freely. The demand is confined principally to the local feeders. No. 1 and Choice old at \$13.00@14.50 and they are scarce. Choice new at \$10.50@11.00. No. 1 at \$10.00@10.50. The lower grades are not wanted at present, but the demand will come later on. Some inquiry for good Upland Prairie at \$6.50@7.50, as to quality. Straw is slow at \$5.00 for good sound bright wheat. MILLFEED—Bran is very little offered and sales are made at \$7.50. Middlings at \$7.50@8.00 per ton.

Grain report of Shanks, Phillips & Co., Memphis, Tenn., August 8.—CORN—There is little demand for corn, and it is lower and dull. No. 2 White sells at 23½¢ cents. No. 3 White at 25¢ cents. No. 2 Mixed at 25¢ cents. OATS—The market for oats is uncertain. No. 2 White sells at 24¢ cents. No. 3 White at 23½¢ cents. HAY—Hay is firm at the following prices: Fancy Timothy \$11.50, Choice \$11.00. No. 1 \$10.00. No. 2 \$8.50@9.00; Choice Clover mixed \$6.00. No. 1 \$7.50; Choice Kausas Prairie \$6.50. No. 1 \$5.50; Choice Arkansas Prairie \$5.00. Meal is very dull, heavy.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

## FOR SALE—ELEVATOR SCALES.

A contractor has left on his hands one track scale and four hopper scales, suitable for elevator work, new, will sell cheap. Address

CONTRACTOR, care "American Elevator and Grain Trade," Chicago, Ill.

## FOR SALE OR EXCHANGE FOR GRAIN.

Thirty-five feet 16-inch steel conveyor, left hand, new; 35 feet 16-inch steel conveyor, right hand, new; one new separator, capacity 500 bushels per hour, for sale, or will exchange for hay or grain. Address XIX, care "American Elevator and Grain Trade," Chicago, Ill.

## ELEVATOR AT A BARGAIN.

We offer for sale at a bargain one of the best and most complete elevators in Northern Kansas. Nearly new; now in operation. Capacity 75,000 bushels. Located on the C., R. I. & P. and N. P. R. Rs. A good town in a fine grain section, the Republican Valley. Good crops now assured. Address CAYWOOD & CO., Clifton, Kan.



**OTTO GASOLINE ENGINE.**

One 15-horse power Otto Gasoline Engine, with electric igniter, for sale. In good working order. Nearly new. Address

E. QUILITCH, Pueblo, Colo.

**GASOLINE ENGINE.**

One Caldwell & Son Charter Gasoline Engine, 50 nominal horse power, for sale. Used about one year. Correspondence solicited. Address

B. B. BOECKER, Naperville, Ill.

**ILLINOIS ELEVATOR CHEAP.**

For sale, elevator equipped with stationary engine, sheller and corn burrs, 20,000-bushel bin capacity, 25,000 bushels' ear corn crib capacity, with ground they stand on, office and scales. Plant complete cheap for cash. Price \$2,500. Situated on Wabash Railroad, at Cushman, Moultrie Co., Ill. Address

DRAKE & HOSTETLER, Lovington, Ill.

**PEARL BARLEY MILL.**

A water power pearl barley mill which has a good trade, running steadily for 10 months of the year, for sale. Stone building 50x60 feet. All the latest improved machinery. Capacity 70 kegs per day. This is one of the best businesses in the cereal line. Can show a good record for a year back. Price \$6,000; one-third cash, balance on time. Address

PEARL BARLEY MILL, care "American Elevator and Grain Trade," Chicago, Ill.

**STEAM ELEVATOR CHEAP.**

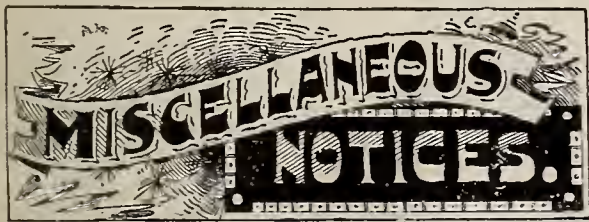
A complete steam elevator of 12,000 bushels' capacity, in splendid repair, for sale. Will handle 3,000 bushels of ear corn a day, with small grain facilities in addition. Good office, new scales, coal sheds, hopper scales, cleaners, etc. Will ship 250 to 350 cars per year. Country full of grain and good prospects for new crops. Price cheap. Selling on account of sickness. No competition. Located on branch of C., B. & Q. R. R. at Hepburn, Page Co., Iowa. Address

W. H. CHAMBERS & CO., Hepburn, Iowa.

**FEED MILL AND ELEVATOR.**

A feed mill and grain elevator combined with water or steam power as may be agreed upon, for sale. Stone building, 30x80 feet, and 50 feet high. Has a good grinding trade worth from \$1,200 to \$1,500 per annum. Corn cleaner and sheller, oats clipper, two wagon dumps, railroad track scales, team, wagon and hopper scales, and everything in first-class order. Located in the finest grain section in Iowa and on three railroads. Can be bought for \$5,500, with steam power, which is less than one-half its cost. Payment, \$2,000 cash, balance on time. To a live grain man this is a great bargain. Address

FEED MILL & ELEVATOR, care "American Elevator and Grain Trade," Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

**SITUATION WANTED.**

Situation wanted as grain buyer or on the road, by an experienced grain man. Address

B., care "American Elevator and Grain Trade," Chicago, Ill.

**SURE-SHOT MANHEAD PACKING.**

No more leaking manheads. Send \$1 and receive enough packing for one head and instructions for using and making it. Can be made for one-half the cost of ordinary packing. One packing will last from six to ten months by being careful when removing the head. Address

F. M. WINKS, Jonesboro, Ind.

**GAS ENGINE WANTED.**

A second-hand gasoline engine, of from two to five horse power. Must be cheap. Address

J. H. EVERSOLE, Potomac, Ill.

**POSITION AS SUPERINTENDENT WANTED.**

Position wanted as superintendent or foreman of grain elevator, either large or small house. Thoroughly understand handling, grading and mixing of grain. Have had ample experience, and can furnish good references. Address

SUPERINTENDENT OR FOREMAN, care "American Elevator and Grain Trade," Chicago, Ill.

**IMPROVED GRAIN AND SEED TESTERS.**

For 30 days we will sell the Improved Grain and Seed Tester, warranted to be true to the United States Standard Winchester Bushel, every Tester guaranteed and money refunded if not satisfactory: One pint, \$5.50; one quart, \$6.50; two quart, \$7. f. o. b., Akron, Ohio. Address

A. S. GARMAN & SONS, Akron, Ohio.

**POSITION WANTED.**

I want a situation as foreman or manager in a grain elevator. Have had several years' experience in the handling, grading and mixing of grain and the running of elevator machinery. I understand bookkeeping and all the details pertaining to the business. First-class references. Address

B. J., care "American Elevator and Grain Trade," Chicago, Ill.

**SEND ORDERS FOR**

HARD  
SOFT  
BLOCK  
BLACK  
SMITH

**COAL**  
COKE

Best Grades  
Best Prices  
Best Deliveries

**TO MILES & COMPANY,**

MINE AGENTS AND SHIPPERS,

PEORIA, ILL.

**TO POULTRY RAISERS.**

*The Complete Poultry Manual* is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents. Sent postpaid on receipt of price. Address

MITCHELL BROS. CO.,  
184 Dearborn Street, Chicago, Ill.

**E. R. Ulrich & Son,**  
SHIPPERS OF  
**WESTERN GRAIN,**

ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,

SPRINGFIELD, ILLINOIS.

Write for Prices Delivered.

**COMMISSION CARDS.**

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

**SHIP YOUR GRAIN**

—TO—

**P. B. & C. C. MILES,**

COMMISSION MERCHANTS,  
PEORIA, ILL.

Established 1875.

LIBERAL ADVANCES  
QUICK RETURNS.

REFERENCES:—Commercial Nat Bank, Peoria Savings, Loan & Trust Co., Peoria.

**COMMISSION CARDS.**

H. B. SHANKS.

Established 1873.

S. H. PHILLIPS.

**Shanks, Phillips & Co.,**

COMMISSION MERCHANTS,

HAY, CORN, OATS, BRAN, CHOPS, FLOUR AND CORN MEAL.

306 Front St., Memphis, Tenn.

Refer to Union and Planters' Bank.

Cash advances on B. of L.



**F. H. PEAVEY & CO.,**

Minneapolis,

GRAIN RECEIVERS.

Minn.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

LEMAN BARTLETT.

O. Z. BARTLETT.

**L. Bartlett & Son,**

GRAIN AND PRODUCE  
COMMISSION MERCHANTS.

**BARLEY A SPECIALTY.**

Room 23 Chamber of Commerce Bldg.,  
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers

**D. G. Stewart,**

GRAIN AND COMMISSION

Proprietor IRON CITY GRAIN ELEVATORS.

Capacity, 300,000 Bushels.

LIBERAL ADVANCES ON ALL CONSIGNMENTS.

CORRESPONDENCE SOLICITED.

OFFICE, 1019 Liberty Street, - PITTSBURGH, PA

ESTABLISHED 1871.

**E. P. MUELLER,**

Shipper of Wet Feed,

From Chicago, Milwaukee and La Crosse.

Particular attention paid to the shipments  
of mixed ear lots.

860 Calumet Bldg., 189 La Salle St., CHICAGO.

Will pay the highest prices for Wet and Dried Brewers' Grains, Dried Distillers' Slops, Starch Feed, Damaged Wheat, Hominy Feed and Barley Sprouts under yearly contracts. Write for estimates F. O. B. cars your city.

Established 1868.

**S. W. FLOWER & CO.,**

GRAIN AND SEED  
MERCHANTS. . . .

TOLEDO, - - OHIO.

High grades of Clover, Alsike and Timothy Seed a Specialty.

If you want to buy, sell or consign, please correspond with us.

**E. L. ROGERS & CO.,**

ESTABLISHED  
1863.

COMMISSION  
MERCHANTS,

GRAIN, Flour, Seed, Hay and Straw.

358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.  
Manufacturers National Bank.  
Merchants National Bank.



## COMMISSION CARDS.

J. J. BLACKMAN.

G. W. GARDINER

## J. J. Blackman &amp; Co.,

COMMISSION MERCHANTS,

WHEAT, CORN, OATS, BRAN, MIDDINGS, SCREENINGS, HAY  
SEEDS, BEANS, PEAS AND CORN GOODS.

95 Broad Street, Rooms 604 and 605, - NEW YORK

J. F. ZAHM.

F. W. JAEGER.

F. MAYER

ESTABLISHED 1879.

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## J. F. ZAHM &amp; CO.,

Grain and Seeds,

TOLEDO, - - - OHIO.

Send for our "RED LETTER." It'll keep you posted.

## Martin D. Stevers &amp; Co.

Commission Merchants,

218 LA SALLE STREET, - CHICAGO.

We make a specialty of selling by sample

Barley, Wheat, Rye, Oats, Corn, Flax and Timothy Seed.

Grain, Seeds and Provisions for future delivery  
bought and sold on margins.

B. WARREN.

B. WARREN JR.

## WARREN &amp; CO.,

Grain Commission Merchants,

ROOMS 7 AND 9 CHAMBER OF COMMERCE,  
Peoria, Ill.

## COLLINS &amp; CO.,

STRICTLY COMMISSION

Grain, Hay and Mill Feed.

## CINCINNATI, OHIO.

S. T. EDWARDS.

E. J. LOOMIS.

F. W. EDWARDS.

## S. W. Edwards &amp; Son,

ESTABLISHED 1870.

HAY, GRAIN AND FEED,  
COMMISSION MERCHANTS.Office and Warehouse,  
110-120 N. Elizabeth Street, Chicago.REFERENCES: { Union National Bank, Chicago, and  
Bradstreet's Mercantile Agency.We are members of the Board of Trade and have salesmen at the  
principal railroad yards.

## COMMISSION CARDS.

ACCOUNTS OF GRAIN DEALERS

OR ORDERS FOR

## Speculative Investments

On the CHICAGO BOARD OF TRADE SOLICITED.

Call at our office or write for private Cipher Code or Shippers Grain Record.

McLAIN BROS. &amp; CO.,

RIALTO BUILDING, CHICAGO.

## EDWARD P. MERRILL,

Millers' Agent.

Flour, Grain and Mill Feed.

OFFICE:

21-2 Union Wharf, PORTLAND, MAINE.

No consignments wanted.  
Letters Promptly Answered.All sales direct.  
I want a good Corn Account.

PHILIPP BENZ.

EMIL P. BENZ.

## PH. BENZ &amp; CO.

ESTABLISHED 1872.

## COMMISSION MERCHANTS

GRAIN, SEEDS AND HAY,

WHEAT, CORN, OATS, RYE, BARLEY, FLAX, GRASS SEEDS, HAY.

Rooms 204-205 Omaha Bldg., Chicago.

REFERENCES: Bank of Commerce, Chicago. Mercantile Agencies.  
LIBERAL ADVANCES MADE ON CONSIGNMENTS.

## M. F. BARINGER,

...SUCCESSOR TO...

J. R. TOMLINSON &amp; CO.,

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight  
draft with bills of lading attached honored on all shipments.

ESTABLISHED 1879.

## LEDERER BROS.,

## GRAIN and SEED

Commission Merchants,

BALTIMORE, - - MD

We give careful attention to every shipment, are always pre-  
pared to make cash advances on consignments. We make a  
specialty of handling spot goods, which we either sell after ar-  
rival or hold if requested. We solicit your trade as we do a strictly  
commission business. REFERENCES: Merchants National Bank,  
Baltimore, Md., and the Commercial Agencies.

## Gutta Percha Roofing.

Absolutely fireproof paper sheathing—particularly adapted for elevators. Send for illustrated catalogue.

EMPIRE PAINT &amp; ROOFING CO., 221 N. 4th St., Philadelphia, Pa.

## COMMISSION CARDS.

GEO. N. REINHARDT &amp; CO.,

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct.

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels.  
Let us know what you have to offer.

## ROOFING AND SIDING.

Write us for Catalogue and low  
Prices on bestSTEEL ROOFING, CORRUGATED  
IRON, Etc.We are large Manufacturers of  
these goods and can save you  
money.SYKES STEEL ROOFING CO.,  
611 So. Morgan St., Chicago, Ill.,  
and Niles, Ohio.

## JAMES A. MILLER &amp; BRO.

129 and 131 South Clinton Street, CHICAGO.

## Corrugated Iron Roofing and Siding

Material Only or put on Complete.

Special pains are taken to get out these materials so they can be  
cheaply put on and make a good job.

DURABLE—EASILY APPLIED.

This roofing is manufactured from  
natural Trinidad asphalt materials,  
and will not dry up and become brittle  
under exposure to the weather as  
coal tar roofings do. Send for  
free sample of roof 12 years old, with  
circular and price list toWARREN CHEMICAL & MFG. CO.,  
56 Fulton St., New York, U. S. A.

Wire Edge. Lock Joint.

For Flour, Grist Mills and Elevators.

VERMIN PROOF.

## THE OLD WAY.

For NEW and BEST Way  
ADDRESS

## UNION IRON WORKS,

DECATUR, ILL.,

Manufacturers of the CELEBRATED

## Western Shellers and Cleaners

The "Best in the World."

Elevator Supplies of All Kinds a  
Specialty.We are the Pioneer Elevator Builders of the  
West, and claim priority in the building of  
Cheap Elevators with Increased Conveniences.  
Don't BUILD until you get our Plans and Prices.

Write for Catalogue.

## SEEDS

## THE ALBERT DICKINSON CO.

Timothy, Clovers, Flax, Hungarian, Millets, Red Top, Blue Grass,  
Lawn Grass, Orchard Grass, Bird Seeds, Ensilage Corn,  
Pop Corn, Buckwheat, Field Peas, etc.

OFFICES, COR. CLARK &amp; SIXTEENTH STS.. CHICAGO, ILL

## NEVER A PEER

The Salem Bucket has had imitators, but  
never an equal. The  
most ever claimed by competing buckets is that they "are  
as good as the Salem."We fixed the standard to which others aspired, but  
the Salem is now, as it always has been, incomparably the

BEST BUCKET MADE.

The BEST is what you want. It is the cheapest and most  
satisfactory in the end. Besides, the Salem is sold as low  
as other buckets.

ALL KINDS OF SHEET AND PLATE METAL WORK.

THE W. J. CLARK CO., Salem, Ohio, U. S. A.

WE SEND

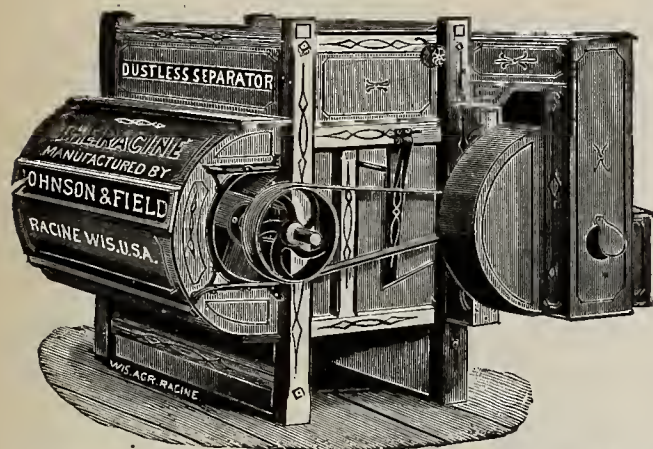
The American Miller AND THE  
American Elevator and Grain Trade

ONE YEAR FOR \$2.50.

Address Mitchell Bros. Co.,  
184 Dearborn Street, CHICAGO.



# "THE RACINE" DUSTLESS GRAIN SEPARATOR



## Embodies More Points of Excellence

Than any other machine offered for similar purposes, and is **Light Running, Large in Capacity, Perfect in Separation** and with **Great Strength and Durability**. These machines have no equal. Adopted and indorsed by many of the largest Mills and Elevators in the country.

MADE IN DIFFERENT SIZES TO MEET DIFFERENT REQUIREMENTS.

## THE RACINE HEAVY WAREHOUSE MILL

Is especially adapted for horse power use, is supplied with **Patent Governor Pulleys**, has an even and steady speed, is built extra heavy and bolted throughout. This machine has large capacity and is more durable than any other Warehouse Mill made.

Send for our catalogue and prices before placing your orders.

IMPROVED GASOLINE ENGINE.

Oil and Steam Engines from 1 to 100 H. P

**Elevator Machinery and Supplies,**

Scales, Warehouse Trucks, Elevator Boots, Buckets and Bolts, Pulleys, Shafting, Belting, Grain Spouts, Etc.

**JOHNSON & FIELD COMPANY, - - RACINE, WIS.**

INCORPORATED 1885.

CAPACITY, 1,200,000 BUSHELS.

## THE CINCINNATI, HAMILTON & DAYTON RAILROAD ELEVATOR CO.,

ROOM 15 PRODUCE EXCHANGE, TOLEDO, OHIO.

RATES FOR ELEVATING AND STORAGE OF GRAIN.

"SEASON OF 1896 AND 1897."



Until further notice, on all sound grain, our elevating charges, including storage for ten days or any part thereof, are one-half of a cent per bushel, and for each succeeding ten days or any part thereof a storage charge of one-fourth of a cent a bushel.

Having very large storage capacity, we are making the following **exceedingly** low rates for storage of grain of **all grades** except on No. 4 corn, which will be customary charge.

For **Winter Storage** (exclusive of elevating charges) from July 1, 1896, to April 15, 1897, inclusive, the same as the summer rate, except in cases where storage has accumulated as follows:

ON AND AFTER

July 1, 1896, to.....	4½c. a bu.	October 1, 1896, to.....	3½c. a bu.
August 1, 1896, to.....	4c. a bu.	November 1, 1896, to.....	3c. a bu.
September 1, 1896, to.....	3¾c. a bu.	December 1, 1896, to.....	2½c. a bu.

After which there will be no further storage charge until and including April 15, 1897.

**T. E. FERGUSON, Secretary.**

## PRICE REDUCED 66 PER CENT.

### *Cawker's American Flour Mill and Elevator Directory.*

**FORMER PRICE, \$10.00.**

**PRESENT PRICE, \$3.50.**

We have a limited number of Cawker's American Flour Mill and Elevator Directory for 1895-1896 on hand, which we will sell at \$3.50 per copy. They will not last long at this price, so speak quick if you want one.

We will furnish a copy of the Directory and a year's subscription to the AMERICAN ELEVATOR AND GRAIN TRADE for \$4.50,

ADDRESS **MITCHELL BROS. CO.,** 184 AND 186 DEARBORN STREET, CHICAGO ILL.

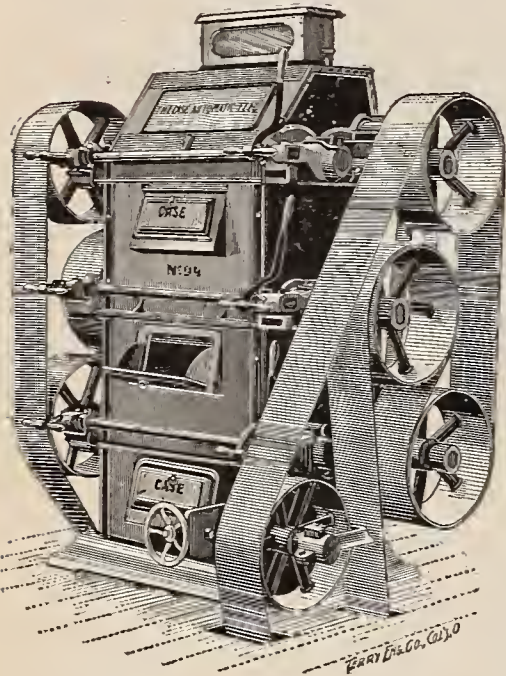


## Elevator Men,

Who put in a ROLLER FEED MILL last season, found it a profitable investment. Some Roller Feed Mills put in by elevator men have more than paid for themselves in one season. The demand for ground feed during the coming season promises to be even greater than during the last.

### The Case Three-Pair High Corn and Feed Roller Mills

Are made in four sizes, and always do perfect work.



ONTARIO, IND., April 8, 1895.  
The Case Manufacturing Co.,  
Columbus, Ohio.

DEAR SIR:—We have the 9x18 Three-High roll running, and it is the best Feed Roll that I ever handled or saw. We can grind 60 to 65 bushels per hour with less than half the power that we used with the old stone.

She is a daisy. We have smiles all over our faces like a full moon. Now, if you want a statement regarding the roll, let me know, and will write you a good one. Everything all O. K. Yours respectfully,  
M. S. MILLER.

We Keep a Full Line of  
ELEVATOR AND MILL SUPPLIES  
AND MACHINERY.

Grain Cleaners, Corn Shellers, Corn Cleaners and Scourers.

CORN MEAL BOLTS.

WRITE US FOR PRICES BEFORE BUYING.

THE CASE MFG. CO., COLUMBUS, OHIO.

## THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

*Now in Successful Operation  
at Toledo, Ohio.*

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

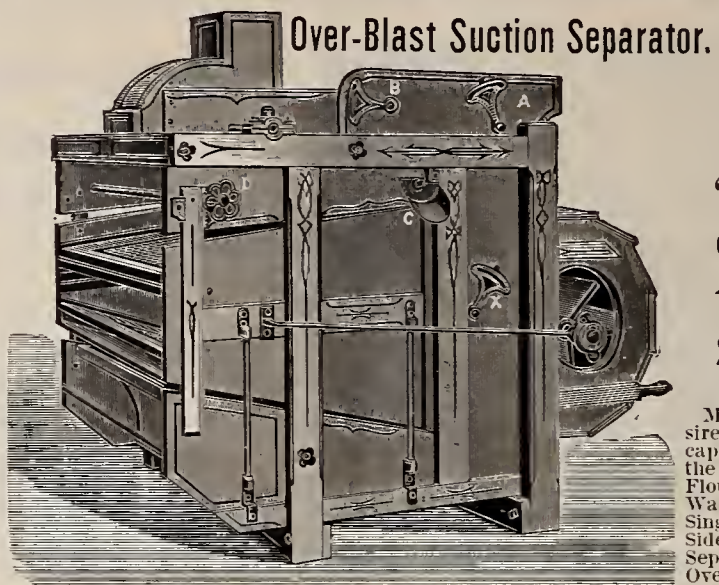
The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

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The Smith Pneumatic Transfer & Storage Co.,  
1327 Manhattan Building,  
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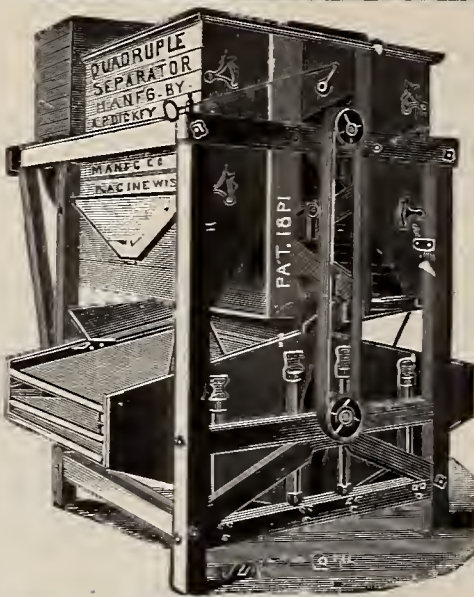
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THE  
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to a  
Standstill."

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.

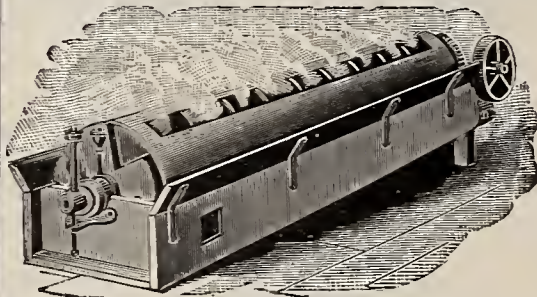


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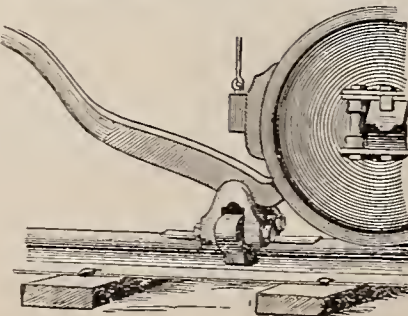
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ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

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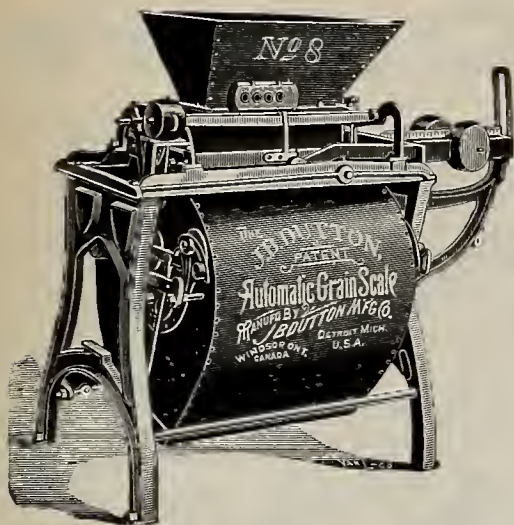
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The harder the pressure on the lever, the less tendency it has to slip either backward or sidewise.

Made of the very best material, of tested strength. Every shipper should use it. Address

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FOR USE IN

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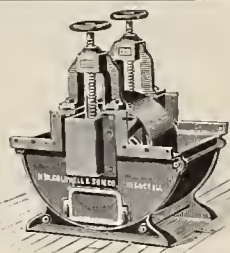
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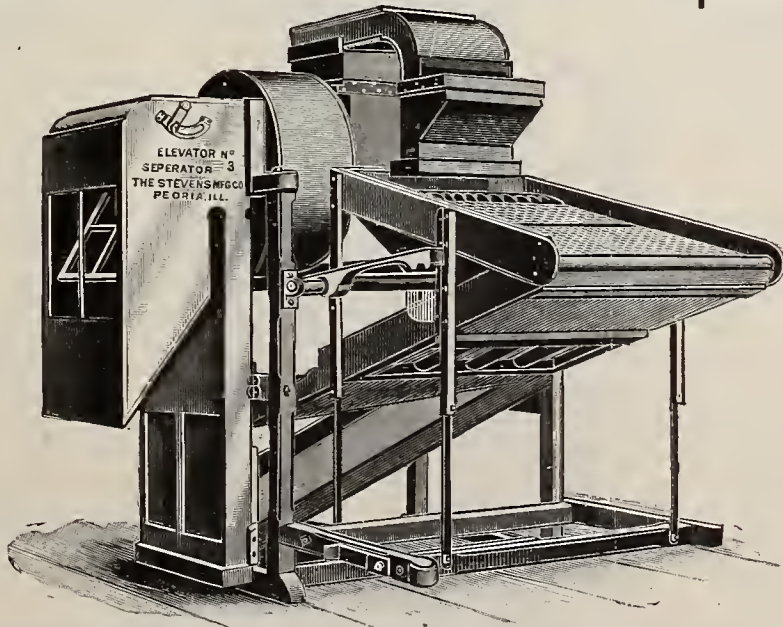
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## A GRAIN SPOUT



This machine is designed for warehouses or elevators of medium capacity. It has every feature to insure perfect work. No grain or chaff can be drawn into the fan and hurled into the dust room or out of doors. By the use of the proper perforated sieves, this machine will clean perfectly wheat, rye, oats, barley, buckwheat and peas.

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That will load cars without shoveling  
It is worth its weight in silver. 16 to 1  
that it will save you in labor all it costs  
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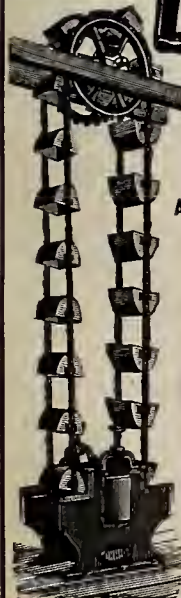


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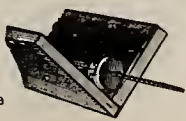
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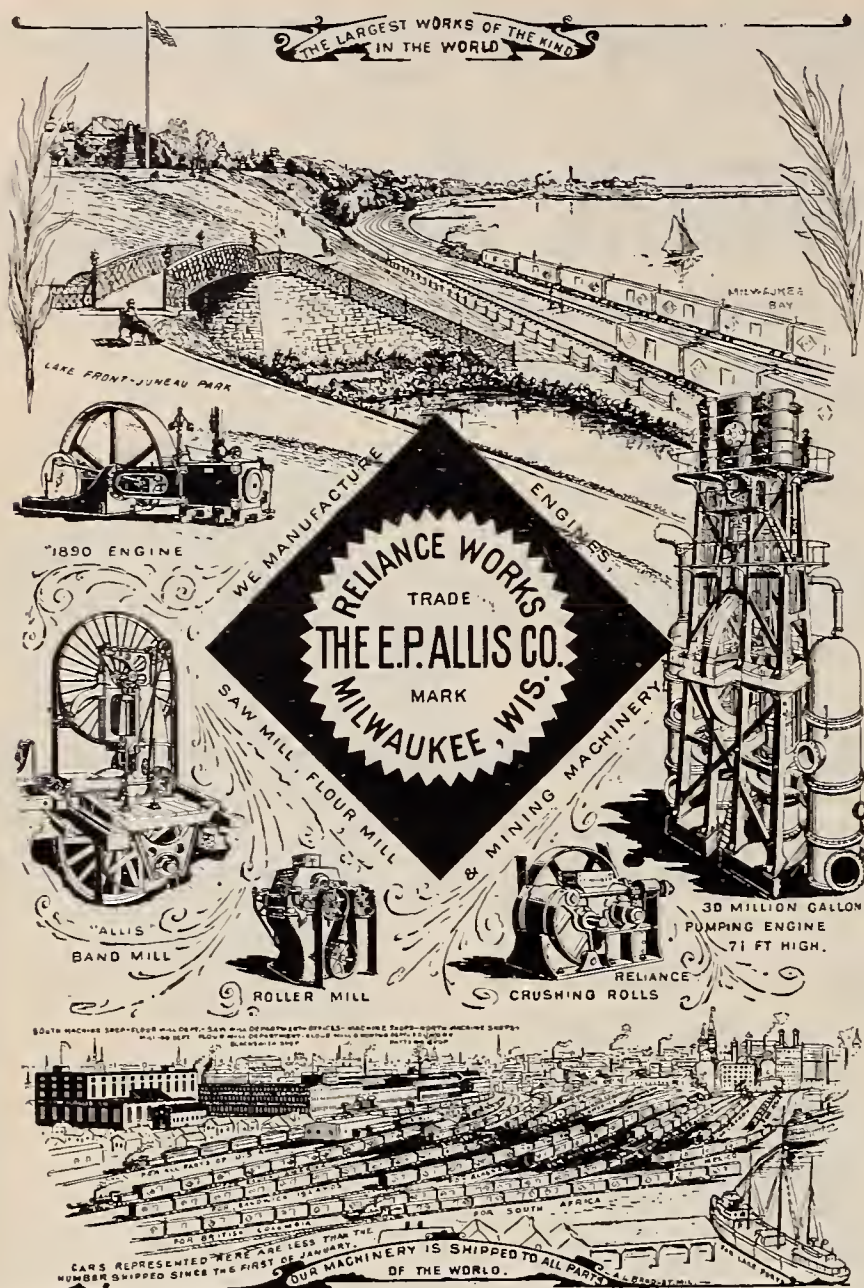
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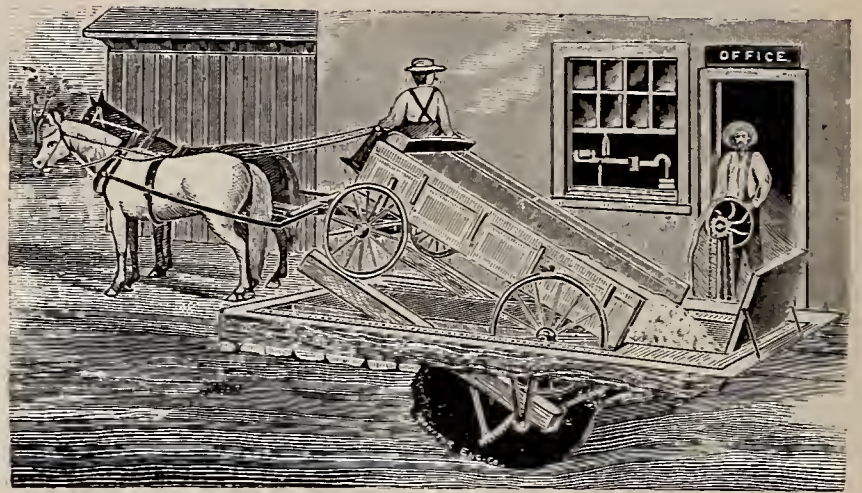
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At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

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WINCHESTER, ILL., February 4, 1896.

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GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No searing horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,  
M. C. WOODWORTH.

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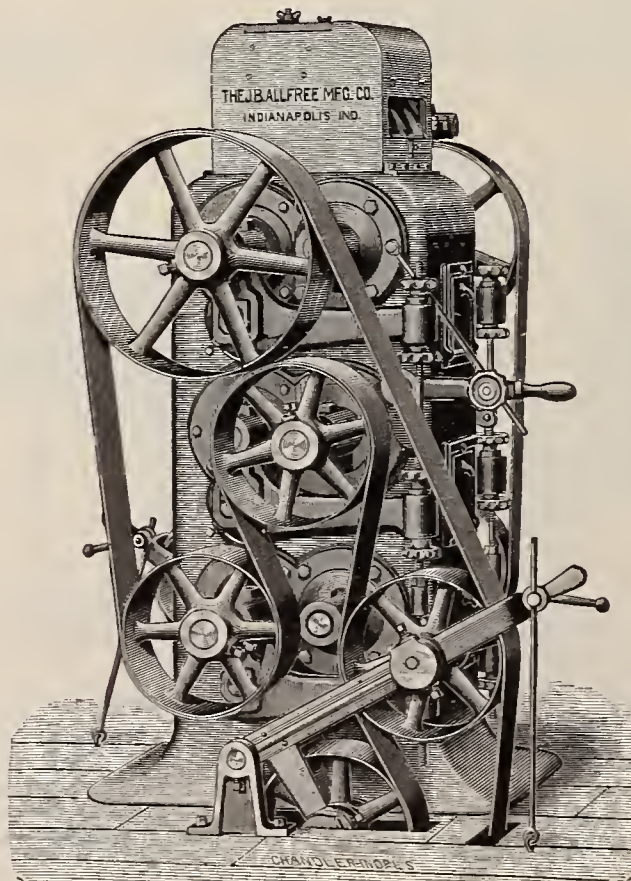
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Makes Better Flour, Saves Power,  
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Corn Shellers,  
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Only \$2  
For the  
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Of the  
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Earth!

Do you Operate an Elevator or Flouring Mill?  
Are you a Grain Buyer or Seller?  
Are you a Grain Commission Merchant?  
Are you a Track Buyer or Seller?

OR, DO YOU DESIRE TO REACH THIS CLASS OF CUSTOMERS?

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*It is handsomely and durably bound in fine silk cloth, with large side stamp, size 9x12 inches, 280 pages, and will be sent, express charges fully prepaid, for* **Only \$2.00**

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This invaluable work has been issued under the endorsement and with co-operation of the Freight Departments of more than one hundred of the leading Railroad Systems throughout the United States. It contains the

### OFFICIAL, CORRECTED, REVISED AND COMPARED LISTS

Of Elevators, Flouring Mills, Grain Dealers and Shippers, Track Buyers and Sellers, Commission Houses, etc., etc., on the Following Leading Systems:

Lake Shore & Michigan Southern Railway.  
Chicago, Rock Island & Pacific Railway.  
Chicago, Milwaukee & St. Paul Railway.  
St. Louis, Iron Mountain & Southern Railway Co.

#### North-Western System:

Chicago & North-Western Railway.  
Chicago, St. Paul, Minneapolis & Omaha Line.  
Fremont, Elkhorn & Missouri Valley Line.  
Sioux City & Pacific Line.

Louisville, New Albany & Chicago Ry. (Monon).  
Baltimore & Ohio Railroad Co.  
Chicago & Eastern Illinois.  
Northern Pacific Railway.  
Illinois Central.

#### Burlington System:

Chicago, Burlington & Quincy Railroad.  
Chicago, Burlington & Northern Railroad.  
St. Louis, Keokuk & North-Western Railroad.  
Chicago, Burlington & Kansas City Railway.  
Hannibal & St. Joseph Railroad.  
Kansas City, St. Joseph & Council Bluffs Railroad.  
Burlington & Missouri River Railroad in Neb.

Cincinnati, Jackson & Mackinaw.  
Cincinnati, Hamilton & Dayton Railway Co.  
Missouri, Kansas & Texas Railway.

#### Grand Trunk System:

Chicago & Grand Trunk Railway.  
Cincinnati, Saginaw & Mackinaw Railroad.  
Michigan Air Line.  
Chicago, Detroit & Canada Grand Trunk Junction Ry.  
Detroit, Grand Haven & Milwaukee Railway.  
Toledo, Saginaw & Muskegon Railway.

Boston & Maine Railway.  
Fitchburg Railroad Co.  
Maine Central Railway.  
New York & New England Railroad Co.  
Central Vermont Railroad.  
St. Paul & Duluth Railroad Co.  
The Baltimore & Ohio Southwestern Railway Co.  
New York, Ontario & Western Railway Co.  
Chicago & Alton Railway.  
Minneapolis, St. Paul & Sault Ste. Marie Ry.  
Union Pacific System.  
The Great Northern Railway Co.  
The Missouri Pacific Railway Co.

#### Erie System:

New York, Lake Erie & Western Railroad.  
New York, Pennsylvania & Ohio Railroad.  
Chicago & Erie Railroad.  
Buffalo & Southwestern.  
Tioga Railroad.

And many other leading railroads not enumerated hereon.

#### Pennsylvania System:

Pennsylvania Railroad Co.  
Pittsburgh, Ft. Wayne & Chicago Railway.  
Philadelphia, Wilmington & Baltimore R. R. Co.  
Washington Southern Railway Co.  
Baltimore & Potomac Railroad Co.  
Northern Central Railway Co.  
Camden & Atlantic Railroad Co.  
West Jersey Railroad Co.

#### Panhandle Route:

Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co.  
Indianapolis & Vincennes Railroad Co.  
Cincinnati & Muskingum Valley Railway.

Allegheny Valley Railroad.  
Cumberland Valley Railroad.  
New York, Philadelphia & Norfolk Railroad Co.

Michigan Central R. R.  
C. C. C. & St. L. Railway (Big Four).  
Louisville & Nashville Railroad.  
Nashville, Chattanooga & St. Louis Ry.  
Chicago & West Michigan Railroad.  
Detroit, Lansing & Northern Ry.  
Mobile & Ohio Railway.  
Peoria, Decatur & Evansville Railroad.  
Toledo, Ann Arbor & North Michigan Ry.

The lists for this great work have been collected, arranged and compiled by the above roads and are brought down to date. In the judgment of the leading grain merchants and millers it is the best work of the kind ever published. Besides over 100 of the official railroad lists it contains the Grain Inspection Rules of the leading Boards of Trade, including Minneapolis, Philadelphia, Milwaukee, St. Louis, Detroit, Chicago, Cincinnati, Toledo, etc., etc., the list of officers of the leading Boards of Trade and other information of interest and profit to proprietors of elevators, flour mill owners, grain dealers and shippers, commission houses and track buyers, and concerns who desire to reach this class of customers.

The official lists of the grain dealers, shippers, flouring mills, elevators and commission houses of any one of the twenty-seven of the principal cities is ALONE WORTH MANY TIMES THIS SMALL OUTLAY, and this is the only work which contains these lists, and they are correct and revised to date, besides the thousands and thousands of places all over the country wherever grain is bought or sold.

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**SEND YOUR ORDER AT ONCE.**

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RAILROAD WORK AND HEAVY STRUCTURES,  
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Eighty Cotton Warehouses, 62 x 98 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.  
Cotton Compress Warehouse, 108 x 310 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.  
Freight Station for the Baltimore & Ohio Southwestern R'y Co., Brighton, Cincinnati, Ohio.

#### RIVER AND HARBOR:

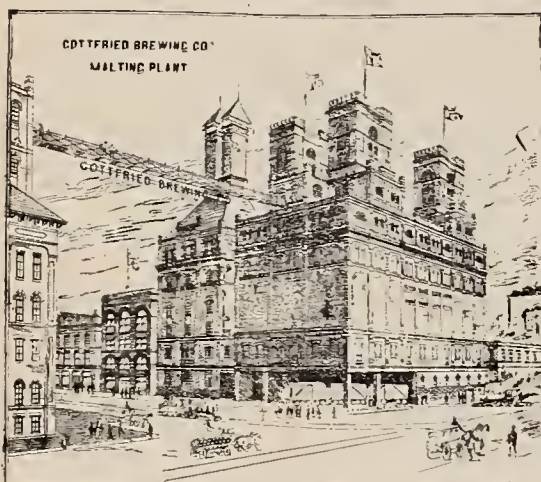
Dock and Warehouse, 225 x 1,500 feet for the New Orleans & Western R. R. Co., Port Chalmette, La.

#### MISCELLANEOUS:

85,000 Spindle Mill, for the Berkshire Cotton Mfg. Co., North Adams, Mass.  
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Foundations for the large Train Shed, for the New York Central & Hudson River R. R. Co., at Syracuse, N. Y.  
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Six-story Office Building, for J. W. Warner, Syracuse, N. Y.  
Sugar Mill, 120 x 650 feet, four stories, for the Gramercy Sugar Mill Co., Gramercy, La.  
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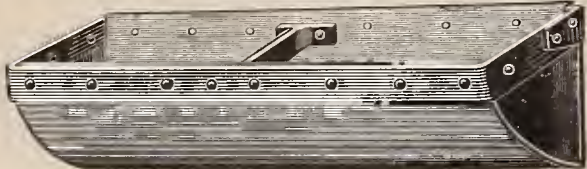
CHICAGO.



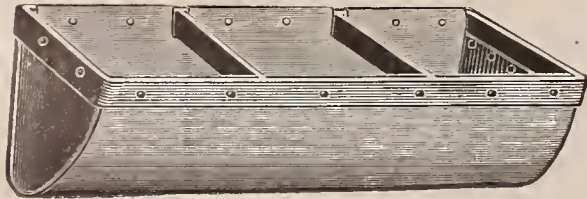
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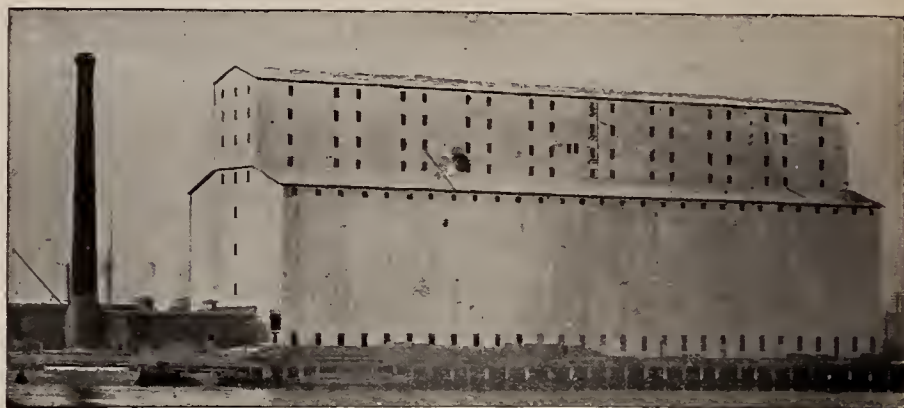
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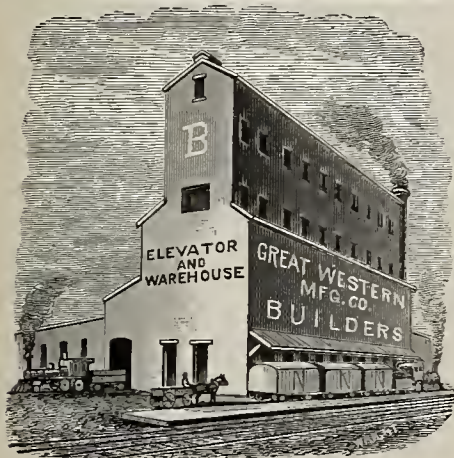
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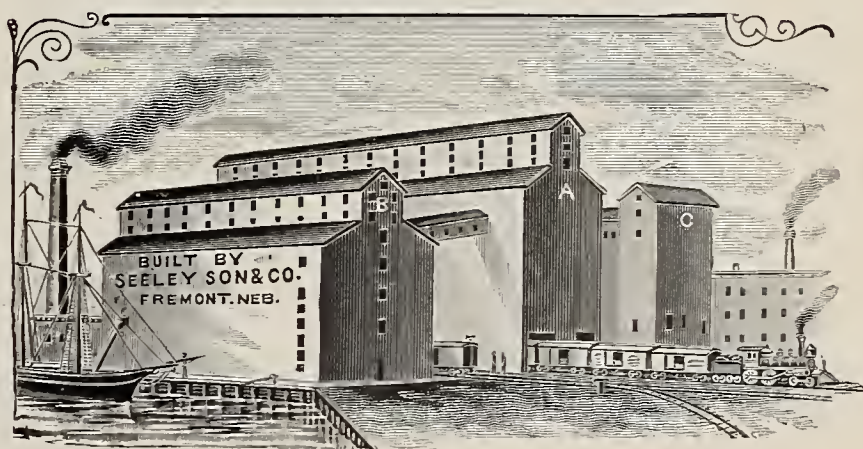
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Any Capacity.

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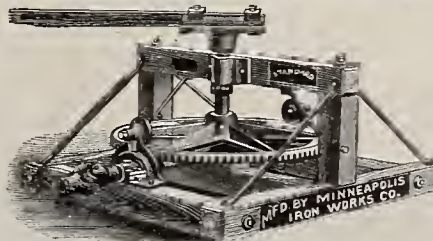
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Grain Elevator Machinery. Boxes, Hangers and Shafting, Elevator Buckets, Boot Tanks, Sprocket Wheels, the Standard Horse Power (single and double gear), Detachable Chains and Attachments, Wood and Iron Pulleys, etc., etc.

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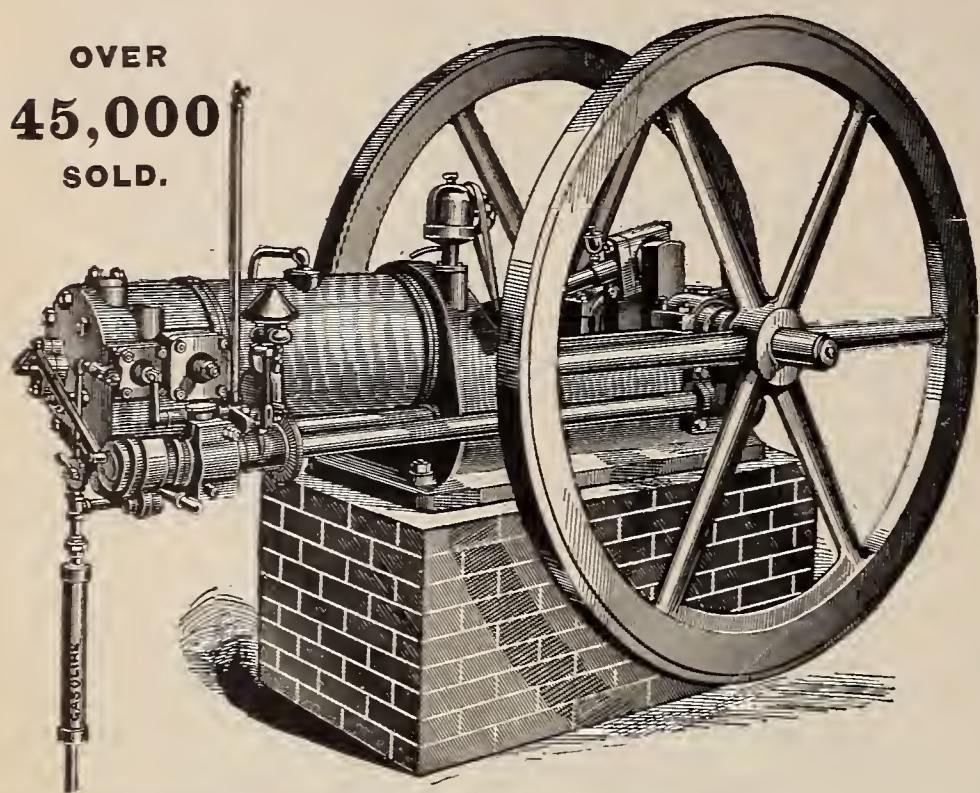
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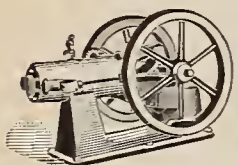
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Sizes: 1 to 250 Horse-Power.

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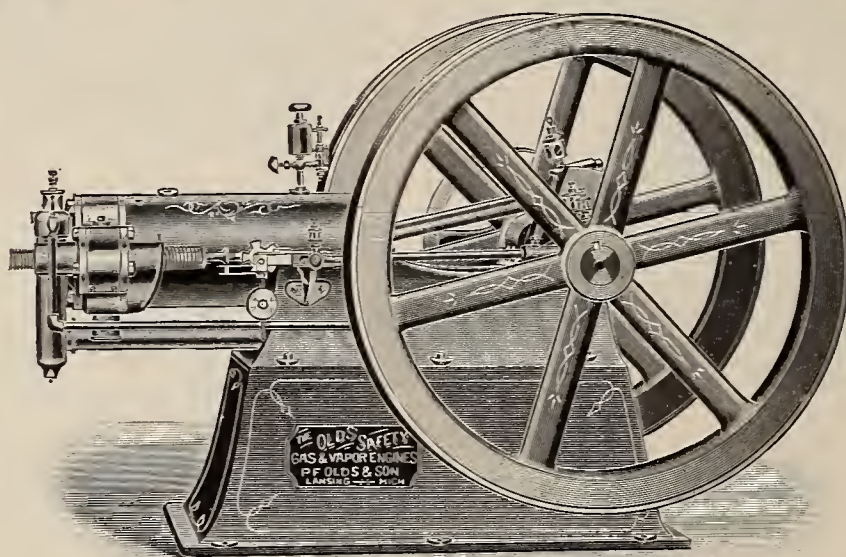
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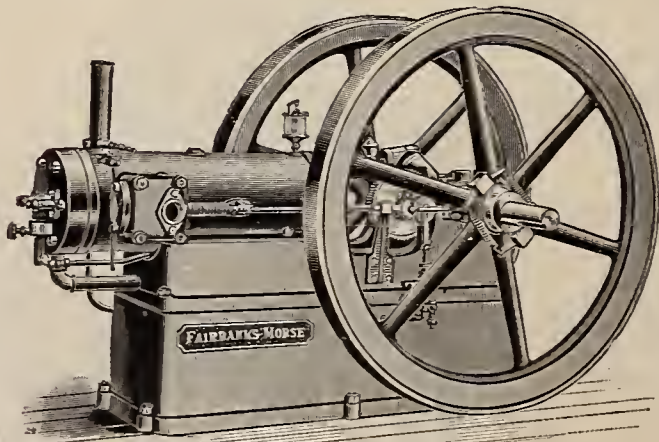
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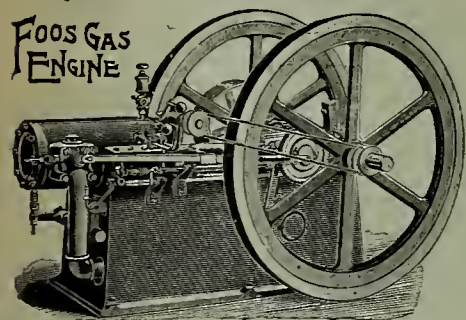
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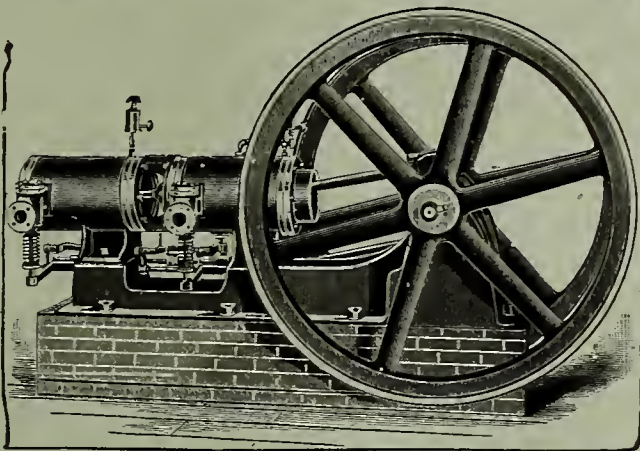
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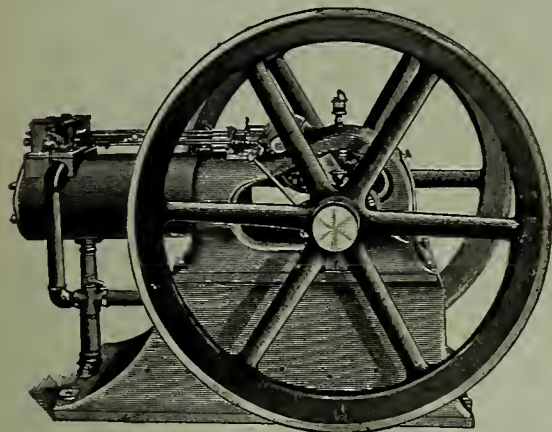
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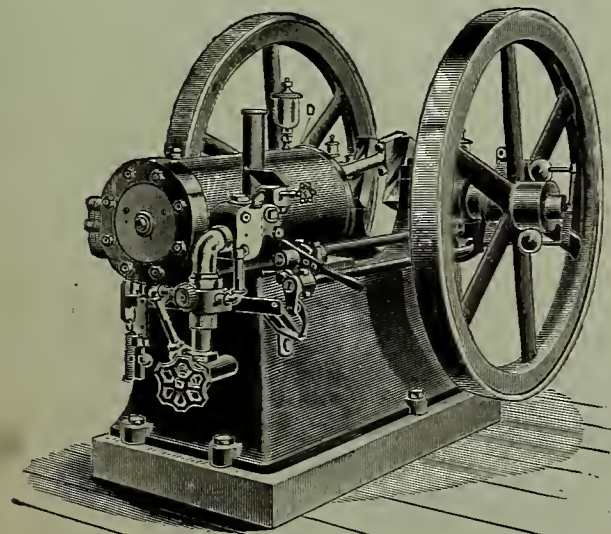
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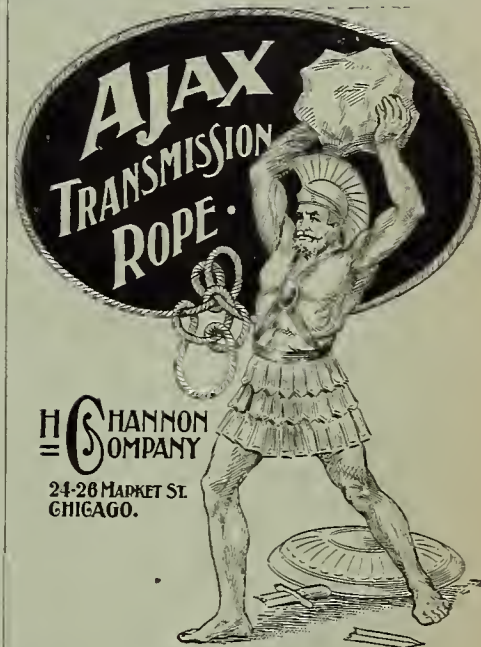
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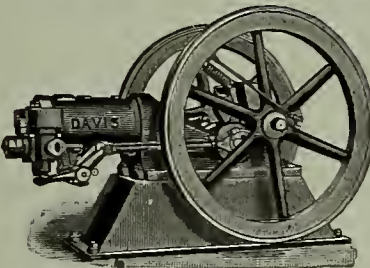
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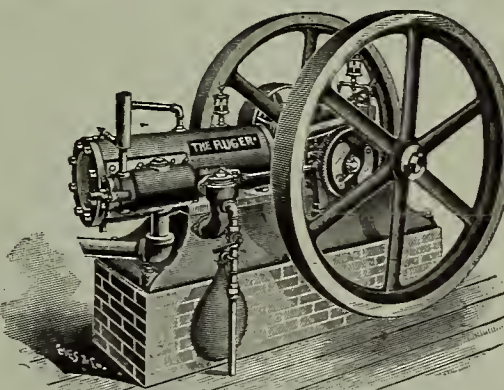
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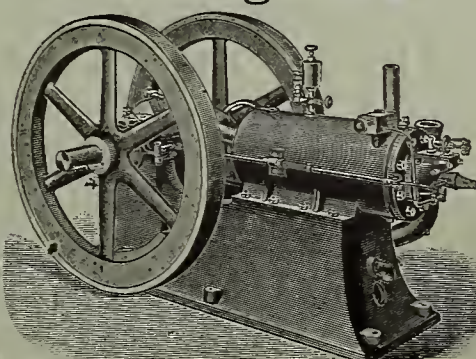
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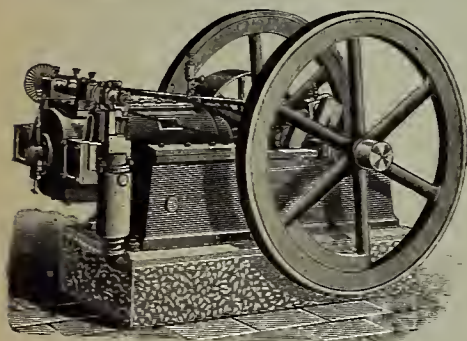
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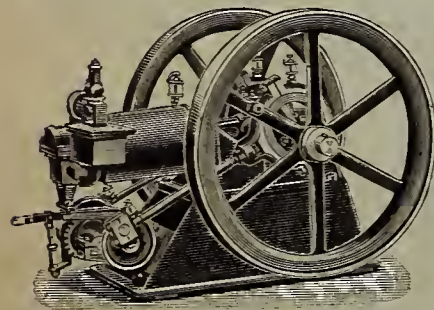


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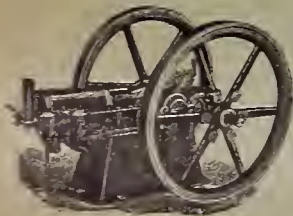


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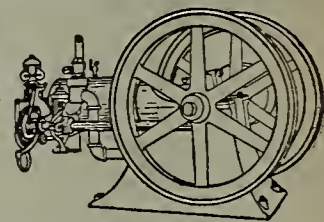
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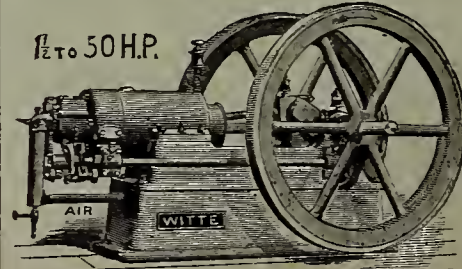
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